

# THE COMMERCIAL MOTOR

FRIDAY, NOVEMBER 18, 1960  
ONE SHILLING

now MORRIS introduce  
power-plus J4 10-12 cwt light van



In the new J4 van, Morris give you a 1,500 c.c. engine to handle bulk with weight. Sliding or hinged front doors combine with low floor line to speed driver access. Low platform eases goods handling. Dynamic styling commands attention, builds prestige. A wealth of features

— independent front suspension, hydraulically actuated clutch, floor mounted gear change, all-steel construction, special grip handles — add safety and efficiency. Morris reliability shows you saving service.



you're loads better off with

## MORRIS

commercial vehicles

The full Morris series includes:  
10 cwt., 1 and 1½ ton vans, J2 van,  
pick-up and minibus, 1½, 2½, 3, 4,  
5 and 7 ton trucks, 5 and 7 ton  
tippers. Also prime movers.  
Forward or normal control, petrol  
or diesel engines.

MC 61

MORRIS COMMERCIAL CARS LTD., ADDERLEY PARK, BIRMINGHAM, 8  
Overseas Business: Nuffield Exports Ltd., Oxford and 41-46 Piccadilly, W.1

**more STOP  
for more GO**



**Leyland's** new Power-Plus series  
of heavy-duty vehicles have brake linings  
to match their power. Capasco brake linings,  
for their extra stopping power, have been approved  
for this series of Beaver, Hippo and Octopus chassis.

**CAPASCO**

NON-FADE MOULDED BRAKE LININGS

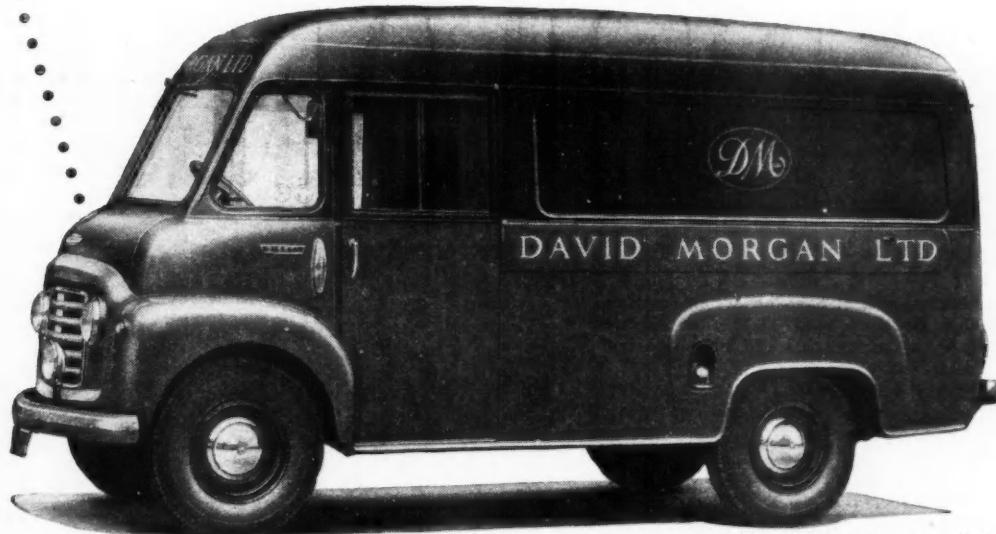
*take care of the braking*

THE CAPE ASBESTOS COMPANY LTD., 114 & 116 Park Street, London W.1. Telephone: Grosvenor 6022

TA 4519

“For the past 30 years we have chosen  
only **ROOTES** vehicles”

say **DAVID MORGAN LTD.** of Cardiff



A new Commer 1 ton forward control van with diesel engine recently added to the Commer-Karrier fleet of David Morgan Ltd

all  
credit  
to

Another of the many outstanding tributes to  
Commer-Karrier quality and reliability over the years!  
Today, the David Morgan fleet includes vans of 1, 1½, 2-3,  
and 3-4 tons capacity, many of them having covered well  
over 100,000 trouble-free miles in service. You, too,  
will prosper through the years with Commer-Karrier!  
*Literature on request from your local Commer dealer.*

# COMMER-KARRIER

*reliability*

Five Karrier 'Gamecock' vans, including  
two recently delivered, which form part of  
the fleet of David Morgan Ltd.



**ROOTES PRODUCTS — BUILT STRONGER TO LAST LONGER!**

# Handling problems roll away

*with*

# ROLAMAT

This revolutionary load handling system, aircraft tested on the Armstrong Whitworth Argosy freighter, is now available for general commercial and industrial use.

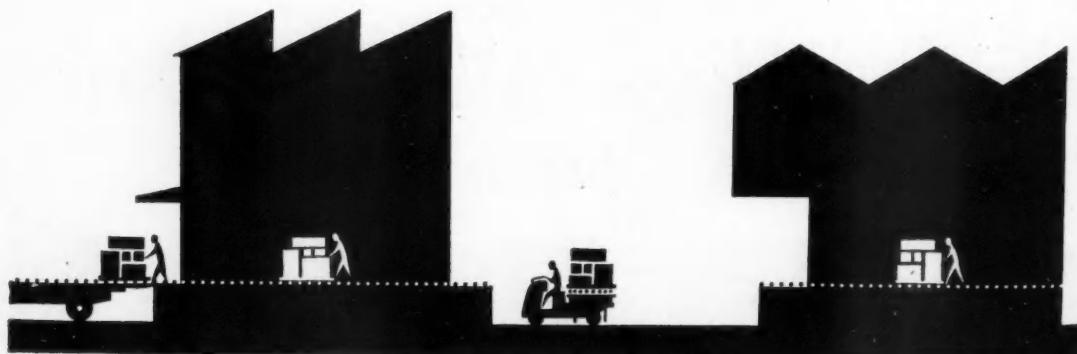
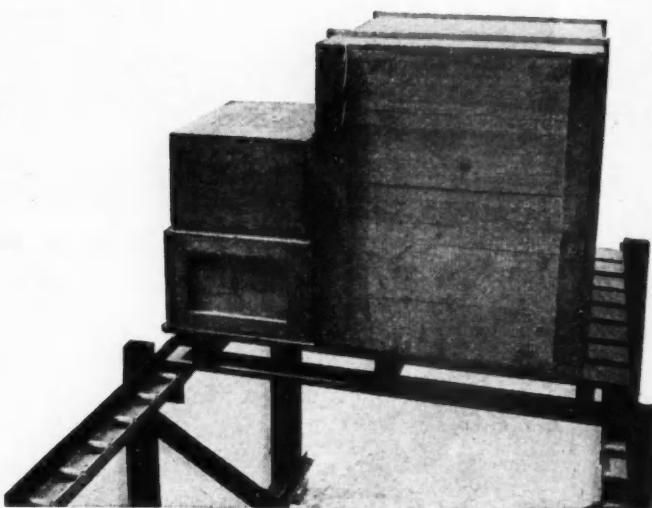
ROLAMAT is a lightweight (light alloy) gravity conveyor system, which can be used for moving palletised or box loads.

It is available in strips up to 18 ft. long and 3 in. wide. Self-lubricating rollers are fixed at 6 in. pitch. Each roller can support a load of 500 lb.

ROLAMAT is simply laid on the bearing surface — and loads can be rolled along with minimum effort. One man can move two tons of distributed load single handed!

Variable-height bridgepieces are available for loading off a dock on to ROLAMAT-equipped trucks. Door-to-door load handling is child's play with this versatile system. And no maintenance is required. ROLAMAT saves time, saves money, saves labour, saves warehouse space . . . and has hundreds of applications.

Use it on the factory floor, on all types of commercial vehicles, on fork-lift stillage and warehouse storage. It is simple, cheap and effective. Special quotations are available to solve your particular problem.



For further details write or telephone

**ARMSTRONG WHITWORTH EQUIPMENT** Hucclecote, Gloucester, England. Tel. Gloucester 66781  
Armstrong Whitworth Equipment is a unit of Sir W. G. Armstrong Whitworth Aircraft Ltd., Coventry, England

**WORKING HAND-IN-HAND...**



**...Albion-Scammell  
produce a  
matchless  
'matched artic'**

When such close partners as Albion and Scammell get together to build an 'artic' it's odds on they'll pull something pretty startling out of the bag! And the new Chieftain-Scammell tractor-trailer job is all that and more. Of the Chieftain's magnificent record for economy and reliability there is no need to speak...and everyone knows the superlative quality of Scammell semi-trailers. But when they come together—then there's really something to be excited about. For the two combined represent just about the highest standard in articulated vehicles that this or any other country has ever produced—at just about the lowest price too. And if you need proof—we'll gladly arrange a demonstration whenever you want one.

- Maximum laden weight 17½ tons with 12-ton payload.
- Specifically designed to operate with Scammell automatic-coupling semi-trailers of maximum length.
- New 94 h.p. diesel with C.A.V. distributor type fuel injection pump.
- 5 or 6-speed gearbox.
- Spiral bevel type, hub-reduction rear axle.
- Vacuum-boosted hydraulically operated braking on all wheels.
- Super-luxury 'Panoramic Vision' all-steel cab.

**THE 12-TON  
CHIEFTAIN-SCAMMELL  
TRACTOR-TRAILER**

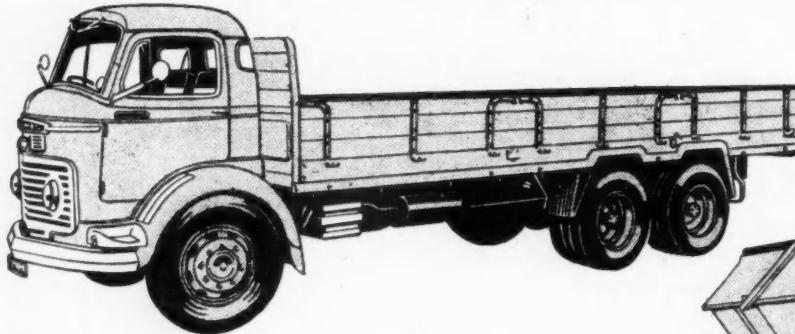
**Albion**  
MOTORS LIMITED  
SCOTSTOUN, GLASGOW, W.4

Sales Division: Hanover House, Hanover Square, London, W.1.  
Telephone: MAYfair 8561

# FOR IMMEDIATE DELIVERY!

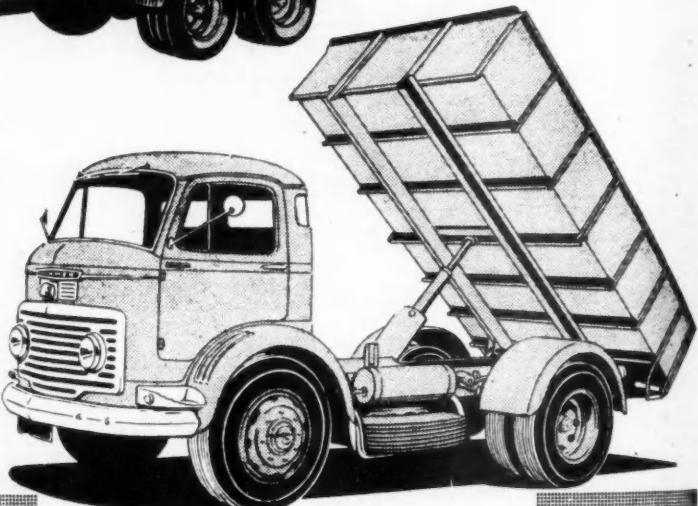
**COMMER - UNIPOWER & COMMER TIPPERS**

**OVER 100 NEW VANS AND TRUCKS IN STOCK**



**COMMER-UNIPOWER**

**10 TON F.C.** Diesel-engined Six wheeler with Trailing axle to following specification:—13' 6" w.b. Diesel Chassis/Cab with 'Unipower' Trailing Axle to take 24' body. 5 speed gear box, 900×20—14 ply tyres. Air brakes. Flashers. Heater.



**COMMER TIPPERS**

**7 TON F.C.** 11' 9" w.b. Diesel. 5 speed gearbox. Helper Springs. Flashers. Heater. 900×20—14 ply tyres. Air brakes. Fitted 10 cu. yd. All-steel Bodies or as Chassis/Cab only. Also available on 9' 7" Chassis/Cab.

**7 TON F.C.** 13' 6" w.b. Dropside. Diesel. 900×20—14 ply tyres. Overdrive. Air brakes. Helper Springs. Flashers. Heater. Fitted loops, hooks, headboard, etc.

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LTD.

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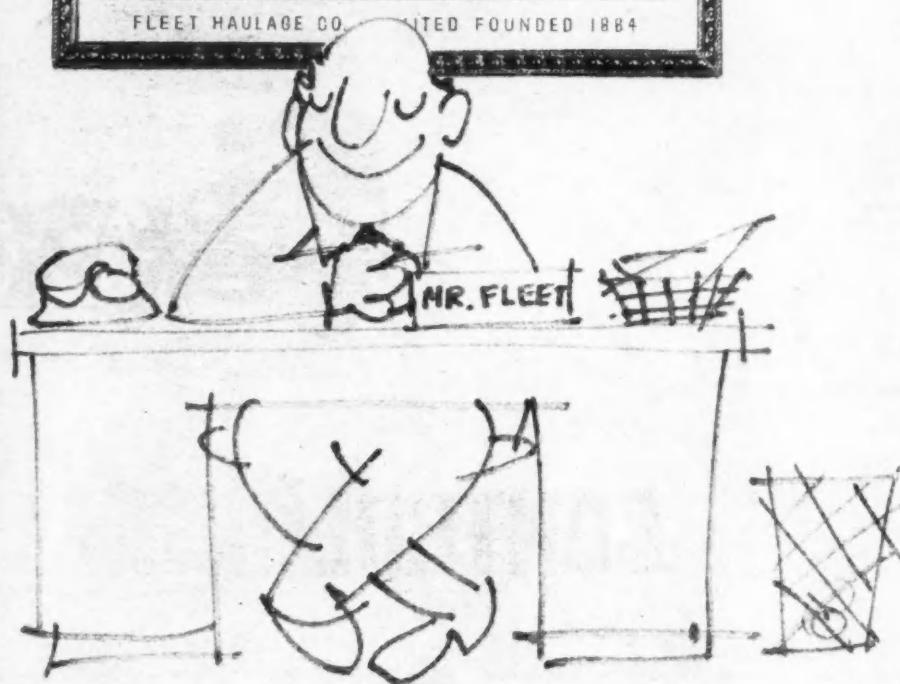
**EASTERN AVENUE  
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# YOU'RE THE BOSS!

Being boss means having *control* over your vehicles. Having them *where* you want, *when* you want. No untimely breakdowns to lay up a vehicle, hold up a load, ruin a schedule, turn a profit into a loss. First step to control over schedules and costs is regular maintenance at 'priority points'. The next three pages show you how routine attention at 'priority points' not only gives you firm control of scheduling, but pays hand over fist . . . with developments in servicing by  **Automotive Products Co. Ltd.**



# YOUR **CONTROL** OVER 'PRIORITY POINTS' MAINTENANCE MEANS



## YOUR **CONTROL** OVER SCHEDULES

# YOUR CONTROL OVER EXPENDITURE



Today, routine inspection and maintenance are quicker, cheaper and easier. Regular, planned servicing of "priority points", brakes, clutch, steering and oil and diesel-fuel filters, ensures that every vehicle is in top shape for its job. **YOU** have control of the schedules.

#### Risks Eliminated

All these "priority points" can be checked over quickly and serviced when necessary, at minimum cost in time and money—thanks largely to developments by the Automotive Products Company. This way, you're paying only for service—an expenditure you can calculate on a mileage basis. You eliminate the unknown costs and risks of unexpected breakdown and lay-up—that can easily amount to several times the cost of the repair itself. **YOU** have control of your maintenance budget!

#### Quicker, Cheaper Service

Developments by Automotive Products Company have made "priority point" maintenance an extremely painless affair. For instance clutch repairs, once long and intricate, now simply entail fitting one of three low-cost, easily installed Borg and Beck exchange units . . . and the Lockheed exchange brake shoe plan, and the replaceable impregnated-paper filter cartridge pioneered by Purolator are other Automotive Products developments which save you time and money.

Automotive Products components are approved by all leading vehicle manufacturers. They will restore your trucks or buses to dependable, factory-new performance.

# THESE REPLACEMENT PARTS KEEP YOU IN CONTROL



## LOCKHEED \*

Keeping brakes in factory-new condition is as easy as it is important. Lockheed developments have cut the time and cost of brake servicing. Genuine, factory-supplied Lockheed replacement parts that will do the job quicker, cheaper, easier and more dependably.

## BORG & BECK \*

Now that Borg & Beck have simplified clutch renewal by the replacement of low-cost, quickly-fitted components, the major repair cost is the dismantling of the clutch. When the clutch is down, be sure to have *all three* components checked.

## PUROLATOR \*

To avoid excessive wear, and maintain clean-running, full-powered performance, replace oil and diesel-fuel filter elements at the correct intervals. And replace with Purolator, the first and finest replaceable impregnated-paper filter refills for the most effective filtration.

## Thompson \*

In steering joints and rods, Thompson are certainly the best. Self-adjusting, fully protected against fouling and corrosion by dirt and water, stronger at points of stress and friction, they are designed and built for longer life and better service.

\* REGD. TRADE MARK

Write for an up-to-date set of our Trade Application Booklets. There are four, one each for Lockheed, Borg & Beck, Thompson and Purolator.

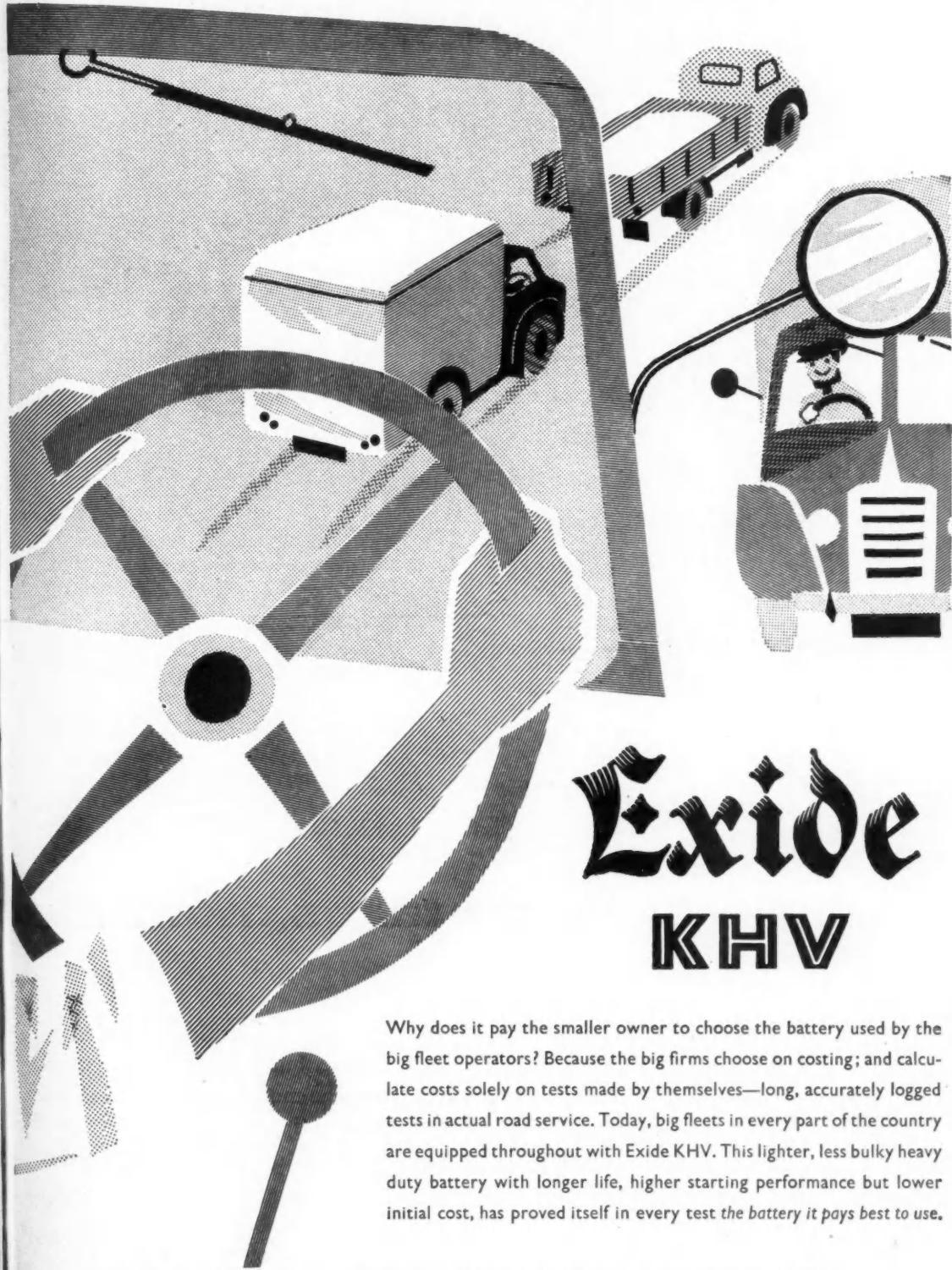


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Why does it pay the smaller owner to choose the battery used by the big fleet operators? Because the big firms choose on costing; and calculate costs solely on tests made by themselves—long, accurately logged tests in actual road service. Today, big fleets in every part of the country are equipped throughout with Exide KHV. This lighter, less bulky heavy duty battery with longer life, higher starting performance but lower initial cost, has proved itself in every test *the battery it pays best to use.*

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SLI 273  
A9

## STEEL TIPPER



### WEIGHT:

**8 tons, 15 cwt., 56 lb.**

### CAPACITY:

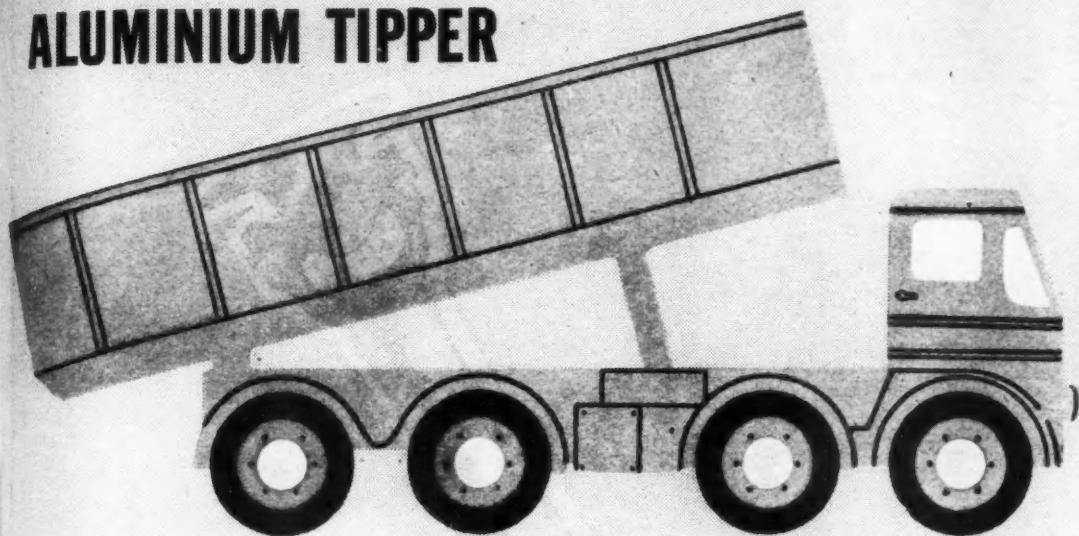
**15 tons, 4 cwt., 56 lb.**

## How a tipper takes more load.

The steel tipper is heavier, by a ton . . . the aluminium tipper carries the bigger payload. Because aluminium is strong, but a much lighter metal than steel, the aluminium tipper can carry the much bigger payload and still keep its gross weight the same as the steel tipper's.

What does this extra payload mean to the operator? The next page shows how it adds a big bonus to his profits.

## ALUMINIUM TIPPER



### WEIGHT:

**7 tons, 16 cwt., 109 lb.**

### CAPACITY:

**16 tons, 3 cwt., 3 lb.**

## Load without putting on more weight

On a round trip, using a steel tipper, running and operating costs absorb, say, three quarters of the revenue. Using an aluminium tipper, with its bigger payload, your revenue goes up. Running expenses on full load stay as they were. On "no load" they go down.

As you see from the figures (right) *your profit goes up by at least a quarter*. Add the savings on fuel and tyres (because an empty aluminium tipper is a ton lighter than the steel one), and the savings on maintenance (because aluminium can't rust and damages less), and the economic argument is conclusive. To get the full facts, contact: Alcan (U.K.) Limited, 30 Berkeley Square, London W.1 (Tel: Mayfair 9721).

	STEEL TIPPER	ALUMINIUM TIPPER
REVENUE	<b>100</b>	<b>106</b>
RUNNING COSTS	<b>75</b>	<b>75</b>
PROFITS	<b>25</b>	<b>31</b>

**ALCAN ALUMINIUM**



Britain's most widely used aluminium



When one stops to think about it there are not many forms of transport that do not include Hardy Spicer Propeller Shafts and Universal Joints. In fact they tend to be taken very much for granted when people get round to talking about dependability, design, and performance. Take a look at the range of commercial vehicles depending on Hardy Spicer Propeller Shafts and Universal Joints and you will see what we mean.

# HARDY SPICER PROPELLER SHAFTS

**HARDY SPICER LIMITED**

Chester Road • Erdington • Birmingham 24 • Tel: Erdington 2191 (18 Lines) Telex: 33414

A12

product of the



**Birfield  
Group**

“Nelson”  
of  
Senior Service  
fame



*a product that gives*

It was with pride that the makers of Senior Service recently introduced NELSON tipped cigarettes, upholding the fine tradition which has made the name famous throughout the world.

Dennis Bros. Ltd., are proud to associate themselves with this well known name and in particular on being asked to supply the transport to carry this famous product.

The makers of Senior Service know that Dennis vehicles offer absolute reliability, low maintenance costs and utmost economy - in short 'complete satisfaction'. Today they can be seen in use everywhere, carrying many hundreds of other such products, for DENNIS specialise in producing for you the exact vehicle you require for your particular product, hand built to the DENNIS high tradition which has made their name famous throughout the world.

*complete satisfaction!*



DENNIS BROS. LIMITED GUILDFORD

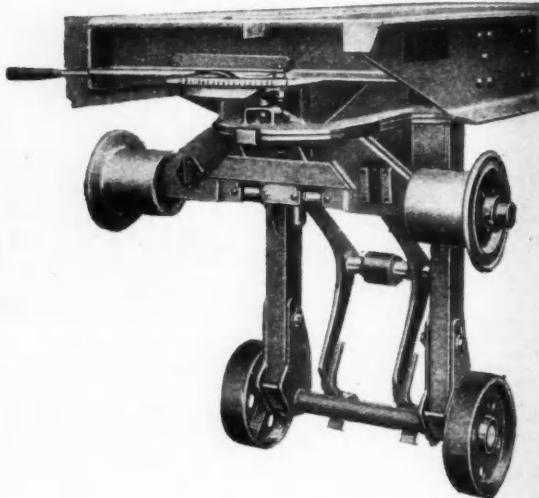
# Get interchangeability

and gain a remarkably efficient braking system (based on the Clayton Dewandre 'Hydrovac'), giving smooth, progressive, matched operation with full response in one third of the time possible with normal upright vacuum systems.

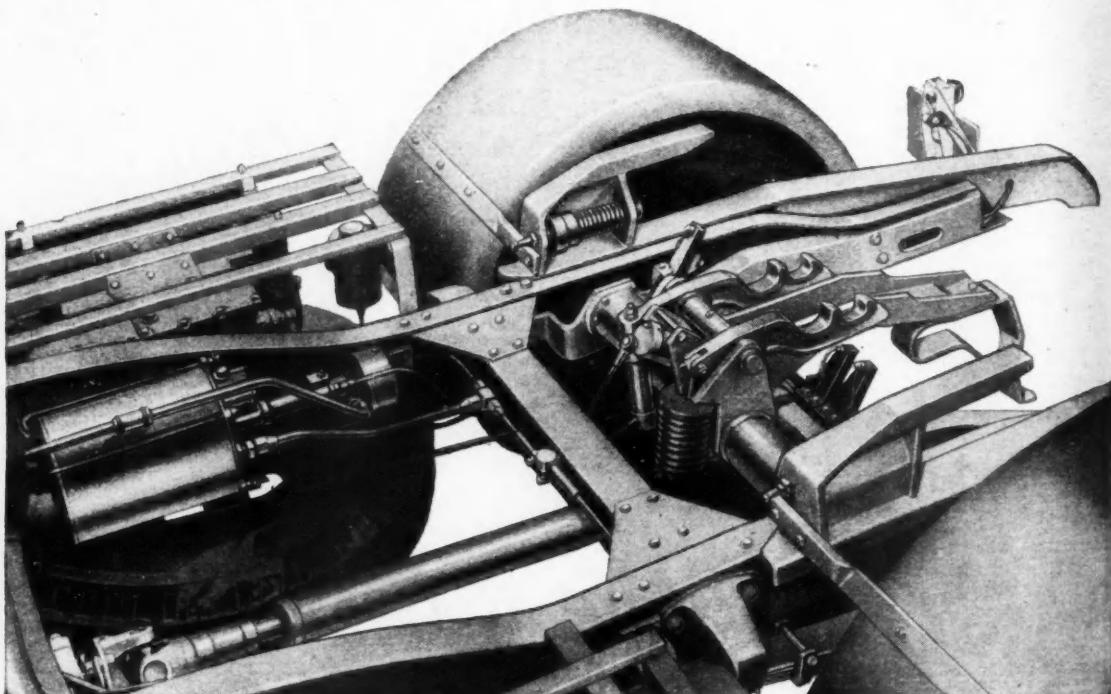
Gain also a straightforward clean installation, sturdier than usual construction, easy positive coupling and uncoupling, independent progressive control of the semi-trailer brakes and a forecarriage on the semi-trailer that cannot collapse.

'Interchangeable' couplings and semi-trailers are each interchangeable with other makes of similar equipment.

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*Interchangeable Forecarriage.*



*Interchangeable Coupling Mk. IV*

Write for further particulars to :

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Land-Rover owned by Messrs. Higgs & Hill working in connection with the new Slough—Maidenhead by-pass.

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Fine new roads to take the ever-increasing load of Britain's traffic . . . and helping to build them, the 4-wheel drive Land-Rover! Land-Rovers fetching, carrying and hauling men and materials . . . riding easily over vicious surfaces that will become tomorrow's motorways. Tough, reliable constructive Land-Rovers. Ask your Distributor or Dealer for a Land-Rover Demonstration.

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**Isn't it *your responsibility* to keep Britain healthier and cleaner ?**

Foul air created by diesel fumes and odours is an ever increasing problem. Today, public outcry demands action, it can only be a matter of time before public opinion forces legislation. Many national companies and municipal bodies are leading the way to a healthier Britain by using VITASUL, at the same time increasing efficiency, improving mileage and cutting costs. Contact the Vigzol Oil Company who will be pleased to demonstrate with factual evidence the great saving made by adding Vitasul to diesel fuel.



**Vitasul**

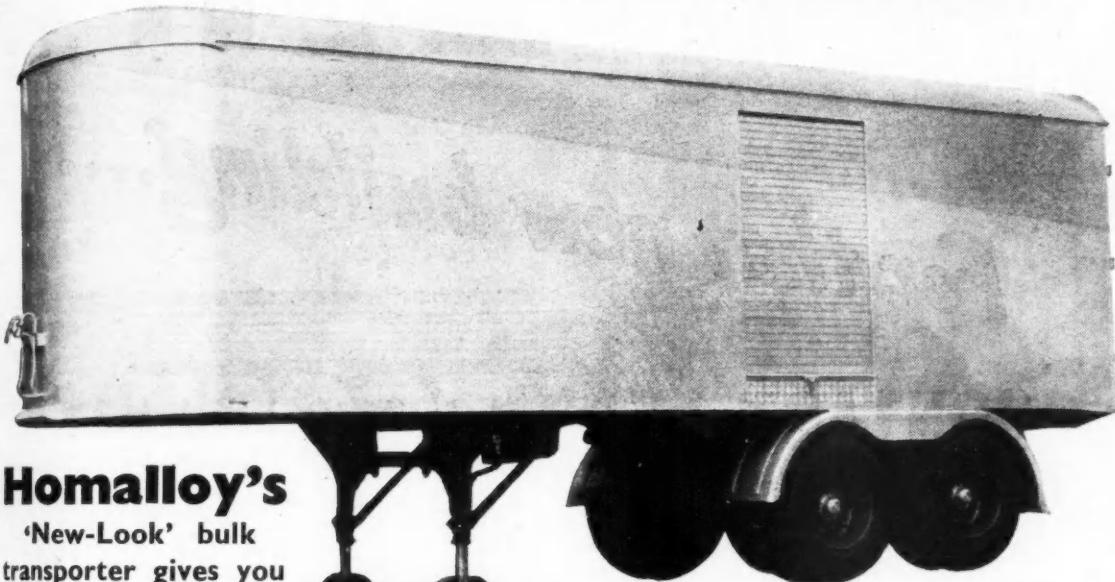


*Write or phone the Technical Manager*  
**VIGZOL OIL COMPANY LTD.**, Vigzol House  
 Greenwich, S.E.10      Tel. : Greenwich 4361

# The New

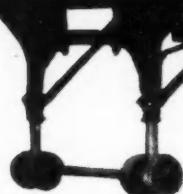
# 'AEROVAN'

turns chassis weight  
into PAYLOAD!



## Homalloy's

'New-Look' bulk  
transporter gives you  
**FIVE BIG EXTRAS!**



- ★ Extra payload
- ★ Extra efficiency
- ★ Extra m.p.g.
- ★ Extra safety
- ★ Extra strength

### Revolutionary in design—proved in performance

This unique bulk transporter body which is constructed throughout in Homalloy Light Alloy, is the result of joint consultation between R. A. Dyson & Company Limited and Holmes (Preston) Limited. No chassis is employed; the saving in weight giving a direct and equivalent increase in payload. The 'AEROVAN' illustrated has a 15-ton carrying capacity. It is fitted with air suspension and 4-wheel disc brakes.

### Consult

**Homalloy**  
LIGHT ALLOY

REGD.

about your transport problem!

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# A.E.C.

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**says Mr. M. J. F. Saxton, M.A., Managing Director of Glenton Tours, London**

Dependability is a vital factor in long distance coaching, and Mr. Saxton has proved for himself that A.E.C. never lets him down.

"There is one thing you learn very quickly about the coach business" he says, "and that is that it pays to invest in the finest chassis you can buy — the A.E.C. RELIANCE. It's economy in the long run. My coaches operate from John-o'-Groats to the Alps from May to October, and they have to do long spells without maintenance — therefore we must look for the utmost dependability.

"On continental tours (and on home tours too) we always go over the hills, not round them — that is what our passengers expect when there is wonderful scenery to be admired — and

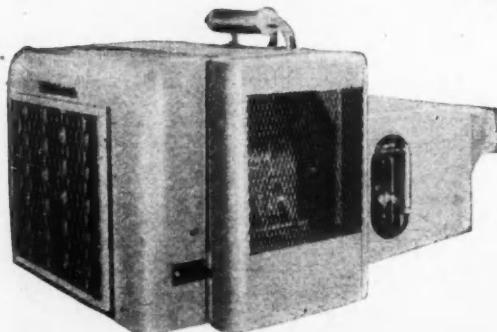
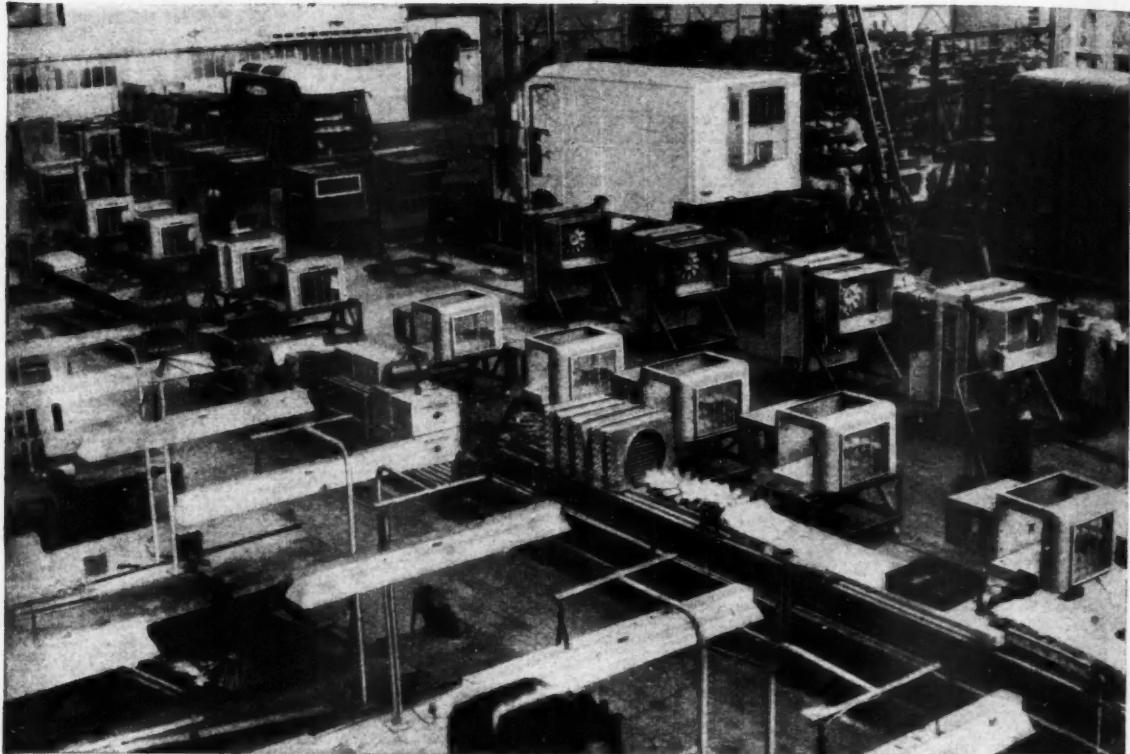
we have always found the RELIANCE 'man enough' for this kind of work. It is important, too, that service facilities both at home and abroad are first class . . . you never know when you might want them, and with A.E.C. we could not ask for anything better".

Once an A.E.C. user always an A.E.C. user — that's what the country's most experienced operators say. And there are many good reasons for their confidence. They know that for advanced design, fine materials and precision engineering A.E.C. is unsurpassed . . . that A.E.C. quality means many more dependable miles on the road with low depreciation — that A.E.C. is undoubtedly in a class of its own in luxury coach operation.



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Showing production line of Thermo King refrigeration units Models KL and M. These can be installed in straight trucks or trailers and will maintain automatically the temperature required for frozen foods, dairy products, meat, fish, etc.

Increased demand and production in Great Britain of the world-renowned Thermo King refrigeration units have already made possible substantial price reductions. Thermo King units are built with 50% British components, and this percentage will be increased in the near future.

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12 Months' Warranty. You can get this unbeatable Service from your appointed B.M.C. Dealer. It is false economy with vehicles that have got to earn their keep to be satisfied with anything less.

**AUSTIN and MORRIS COMMERCIAL·GIPSY**

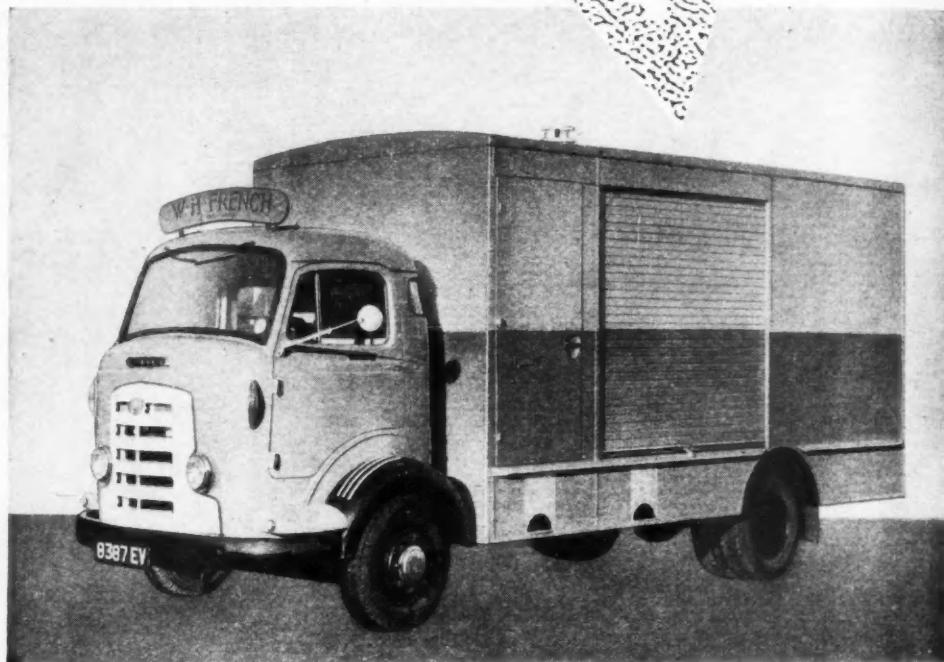


**B.M.C. SERVICE LIMITED, Cowley, Oxford**

# 'NYLOY'

(PATENT No. 18667/59)

## THE LAST WORD IN SHUTTERS



With acknowledgements to W. H. French (Luton) Ltd., 53/57 Bishopscote Road, Luton, Beds.  
Body Builder: Manor Motors, Laindon, Essex.

This shutter is the latest development from a company with 35 years' experience in the manufacture and design of roller shutters solely for the motor vehicle industry.

It combines aluminium with nylon to produce a shutter with far greater strength and durability than ever before, being made of 18g extruded age hardened material having a 2" flat face lath mounted on nylon end locks, thus eliminating "noise" "rattle" and the constant need for lubrication.

The flat exterior surface is perfect for paint finish and writing.

The shutter can be supplied either in roll up or roof type.

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BROCHURE**

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## DOVER ROLLER SHUTTERS LTD.

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The qualities which have made E composition glass fibres essential for electrical insulation and as an industrial textile fibre are equally essential to give the best possible results in plastics reinforcement.

**FIBREGLASS** E composition contains less than 1% alkali and gives laminates higher strength and improved long term moisture and heat resistance. It is available from Fibreglass Ltd as reinforcing mats, rovings, chopped strands and yarns; from weavers as woven cloths, tapes and woven roving fabrics.

Fibreglass Ltd are the largest producers of plastics reinforcement fibre in Europe. They have the right materials for the job—your job.



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**\* Any make or type of vehicle**

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Easily coupled to pneumatic  
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**REAR DOOR**  
for sack loads

**Sizes: 10-15-ton capacity.**

Further details from



Illustrated above: 14-ton, 658 cu. ft.  
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**N. TAMPLIN & CO. LTD.,** Constructional Engineers  
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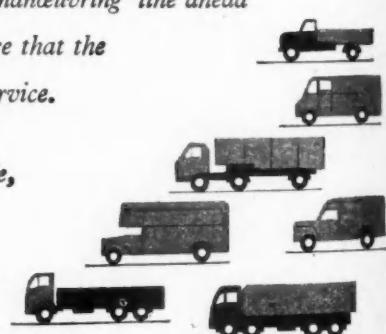
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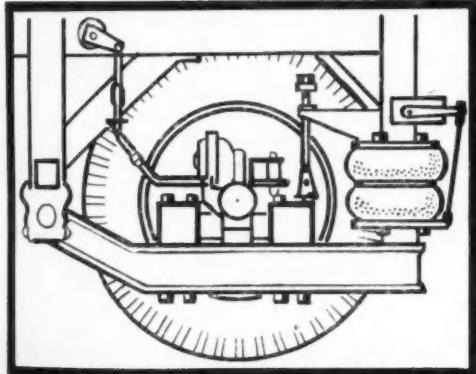
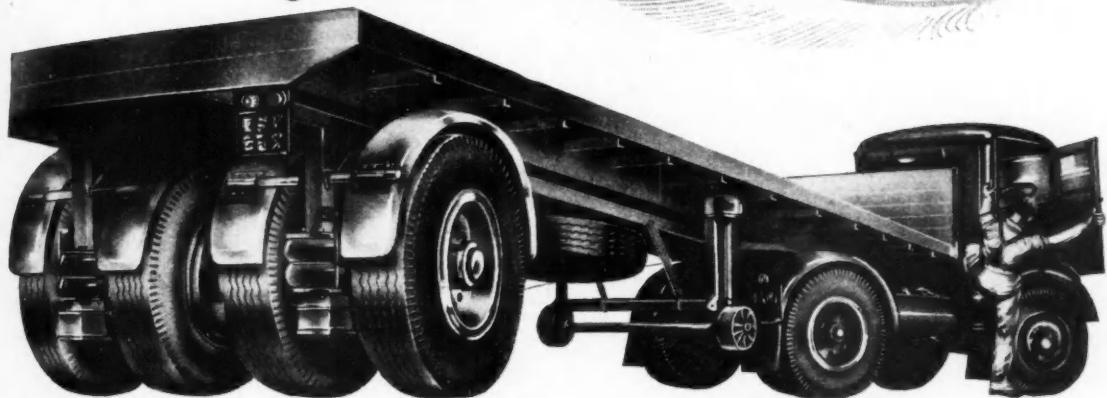
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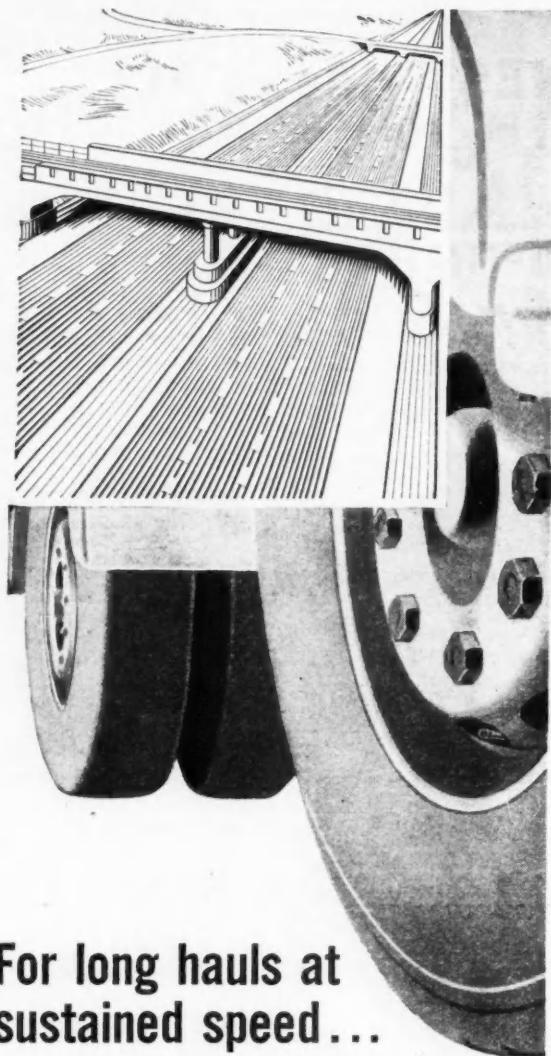
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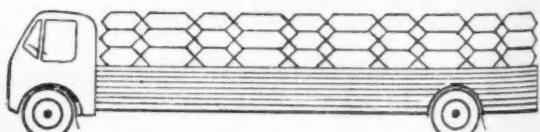
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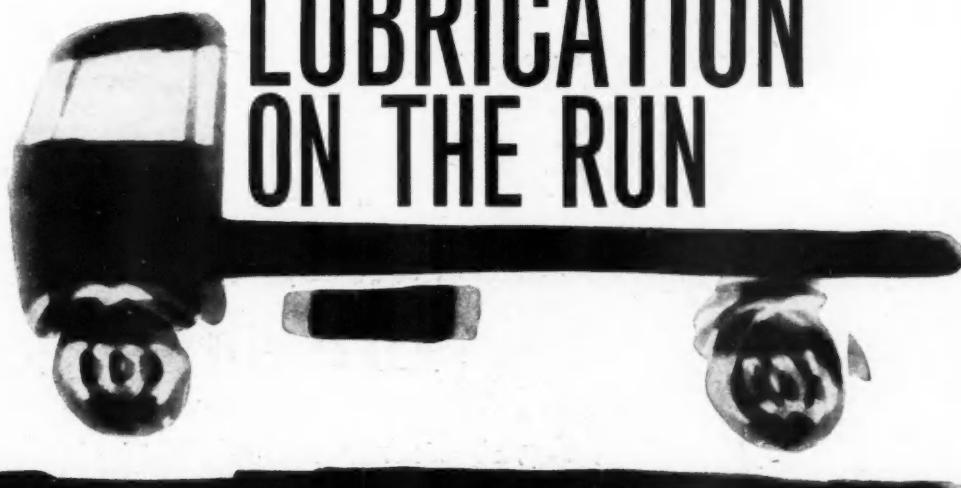
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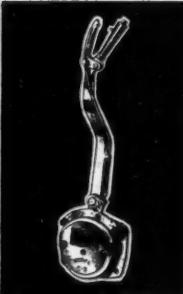
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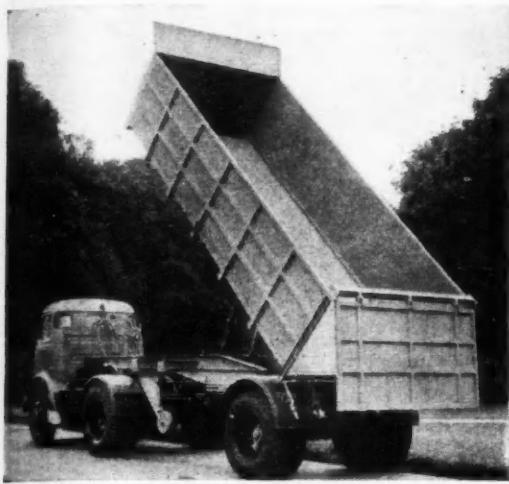


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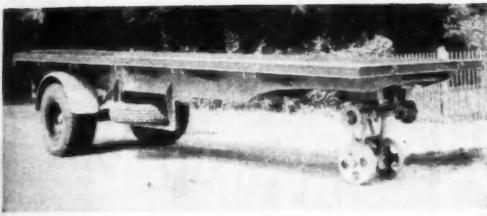
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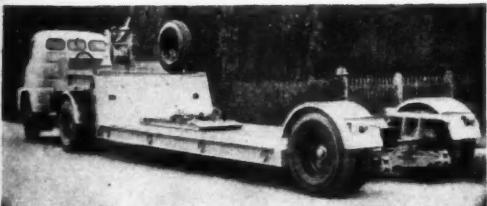


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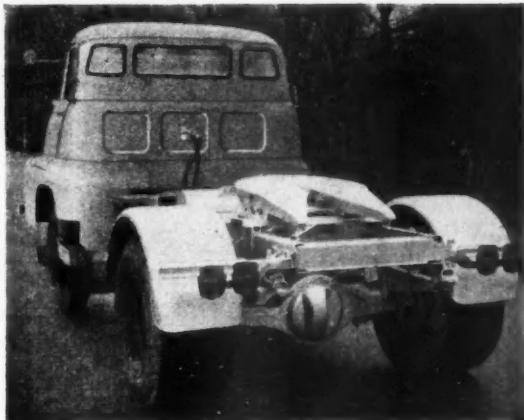
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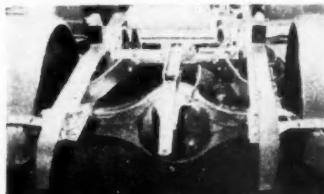
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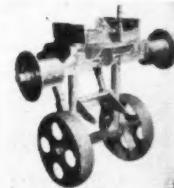
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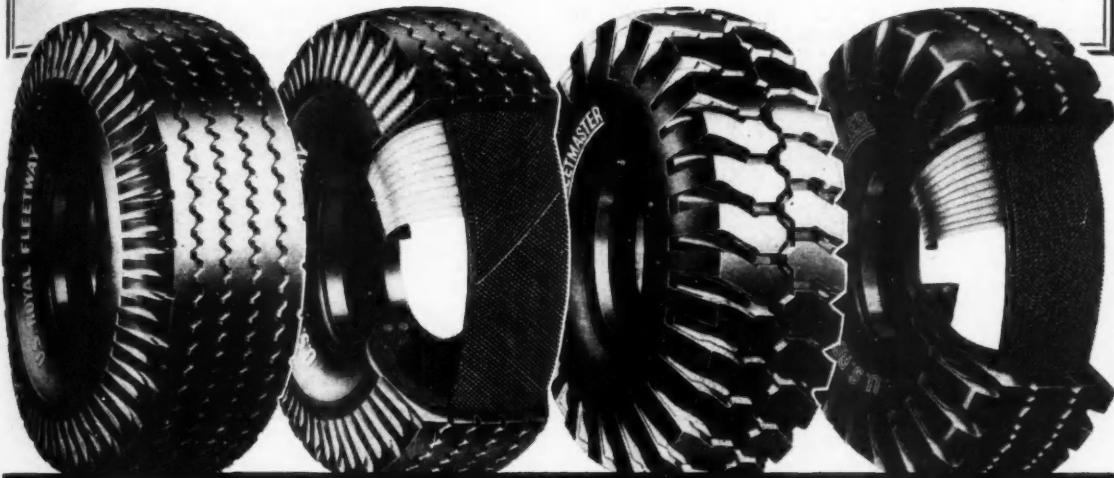
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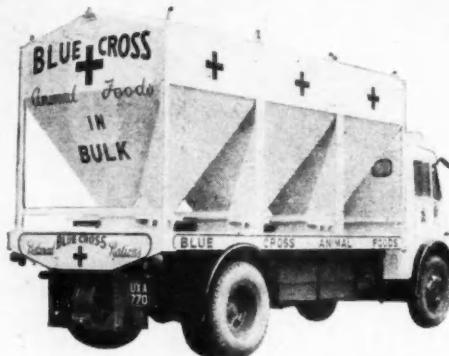


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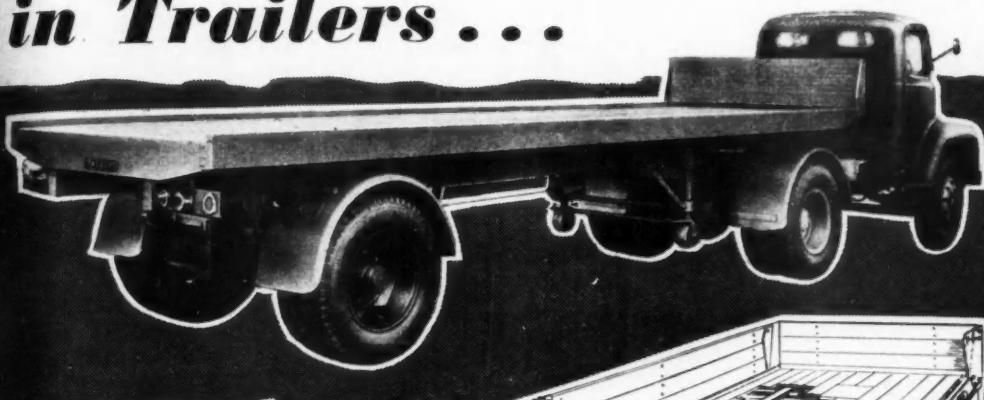
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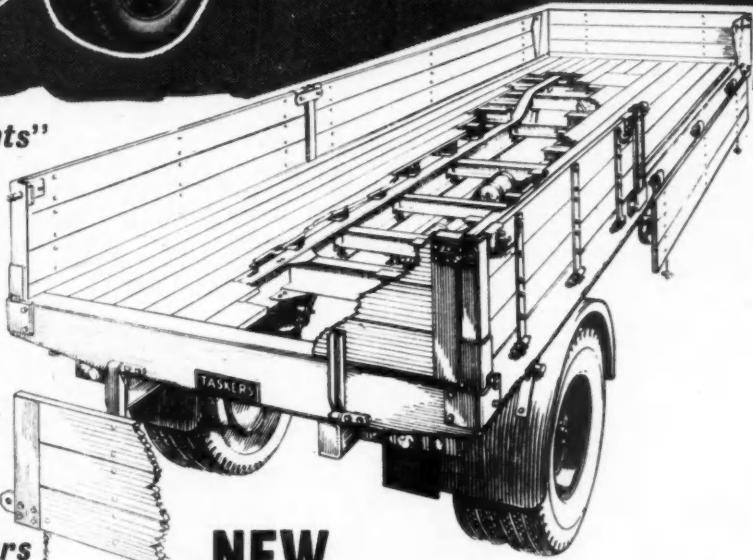


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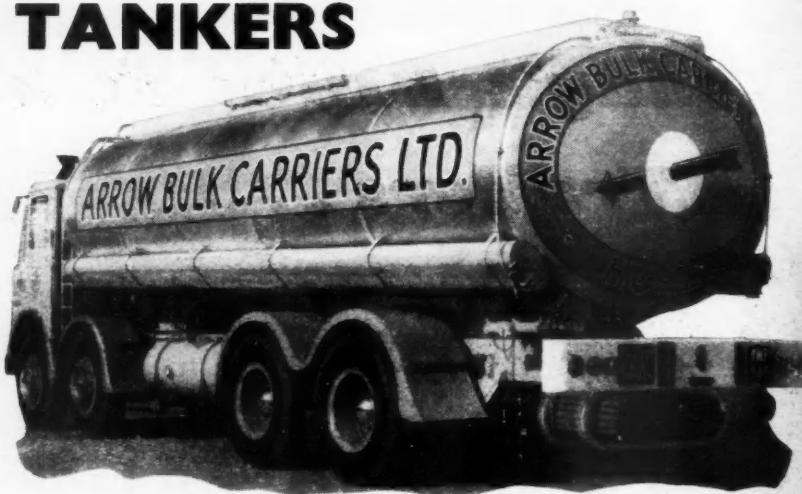
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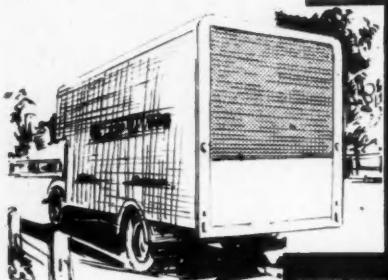
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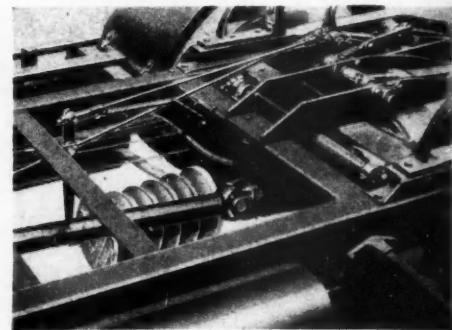
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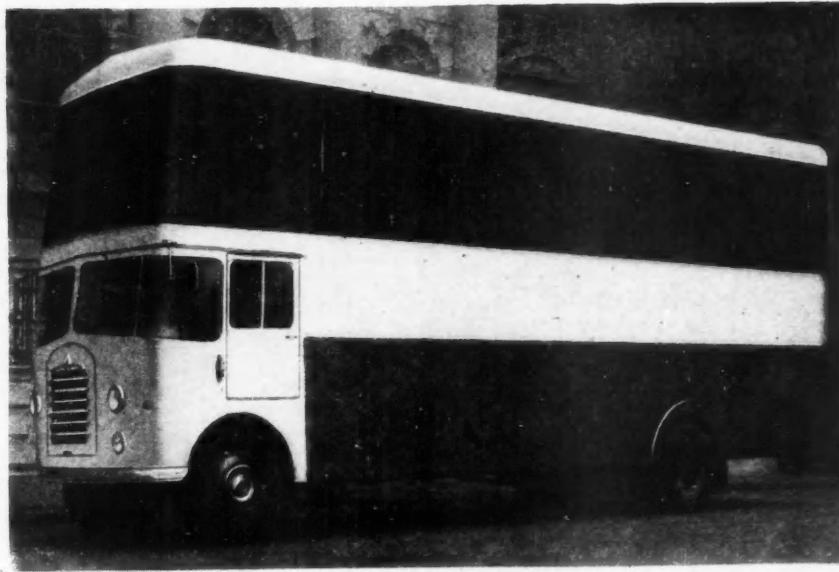
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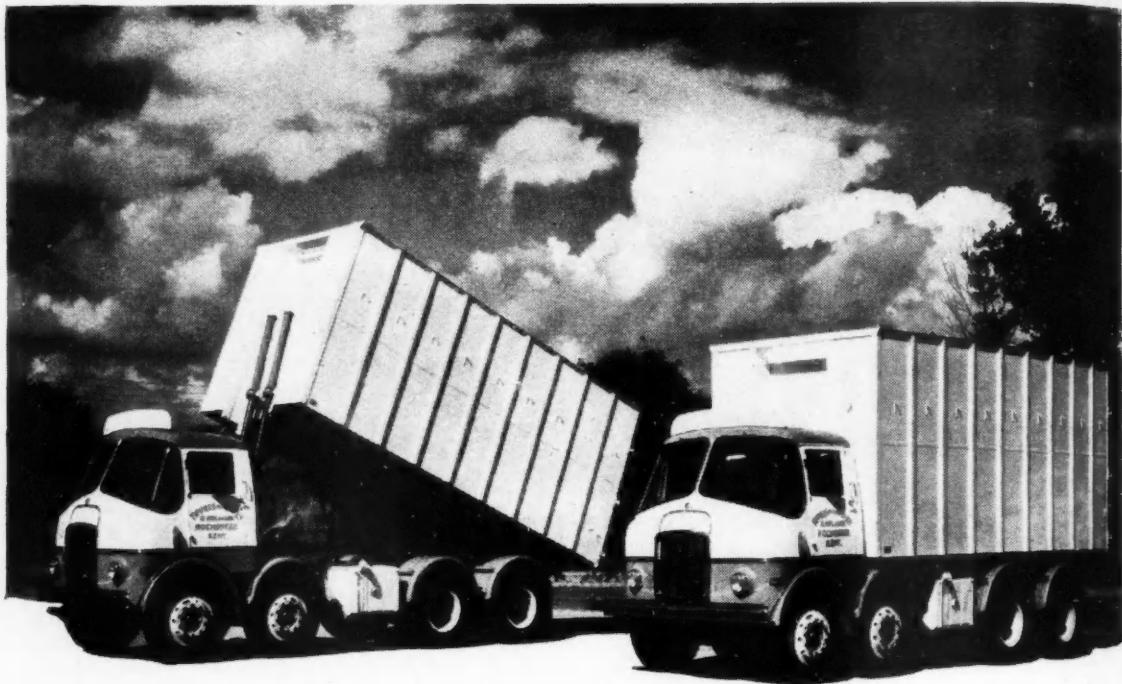
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## Quick Turn-round

TERMINAL delays are having an increasingly serious effect on the road transport economy of the country; an effect serious enough that hauliers should back to the hilt every effort made on their behalf to cut these time- and cost-wasters. The cause can often be directly attributed to traders' laxity in providing adequate facilities, including a planned throughput of goods or materials. This may greatly increase the haulier's overall running costs, and although the rate for the traffic may appear reasonable he will virtually operate at a cut rate that leaves little or no profit margin. Sometimes it is the case that, where the trader is also a C-licencee, the particular terminal arrangements suit him because his transport is partly regarded as a productive service. But hauliers, working for hire or reward, may have different criterions.

Such conditions inevitably lead to a deterioration in the service provided, and to dissatisfaction on the part of the trader, who may then decide to operate more C-licensed vehicles (or to start to operate them) so as to carry the goods he feels he cannot get moved to his satisfaction by means of road hauliers. Yet the fault is his—not the hauliers'.

If the trader has established a fleet for the first time (and therefore been forced to introduce an accurate costing system) losses created by terminal delays might become apparent. This is not meant to suggest that C-licencees cost inefficiently, any more than other operators, but they do often view their transport expenses in a different light from that seen by the professional haulier. Replanning of terminal facilities will no doubt be authorized as an urgent measure to promote economy. In due course the fleet will be reorganized on an efficient basis, and the trader will claim that the change has provided outstanding benefits. If he had co-operated more fully with the haulier in the first place, the gain in economy might have been greater and the haulier might have made a fair profit instead of being thrown out through no fault of his own.

### Exaggeration?

This might possibly seem exaggerated: it has happened, however. It illustrates the difficulties in assessing the true cost of terminal delays and the fact that customers often do not understand their importance. It emphasizes the urgent need for closer liaison between hauliers and traders, in addition to a more detailed understanding of the problems involved (including the advantages offered by up-to-date premises and equipment). Although there are many cases in which traders' vehicles can be more profitably employed to exploit terminal aids than hauliers' vehicles, the advantages obtained highlight the potential of closer accord between trader and haulier. For example, reduction in fleet strength by upwards of 40 per cent. has been achieved by some companies without a sacrifice in useful payload capacity, simply by employing demountable bodies in conjunction with special loading bays—to give just one instance. These projects have not involved undue complexity over equipment or vehicle fittings, and the traffic could be handled by vehicles run by a general haulier.

If the interchangeable body system were employed on a larger scale by trade and industry in general, it might lead to a minor revolution in road transport, on a par with the popularity of semi-trailers and containers. This may represent an extreme example in that it illustrates a type of project that would take many years to develop. But in the meantime, highly worth-while economies could be achieved by a more realistic approach by traders to terminal problems. Such an approach needs common sense, not capital outlay on premises or equipment.

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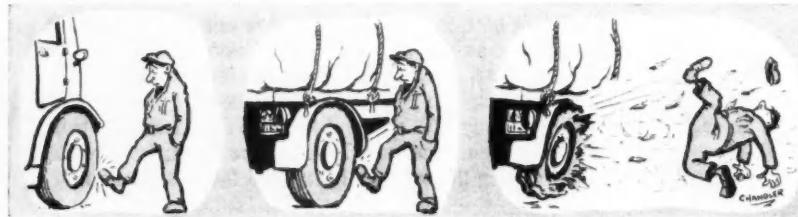
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A reference was made recently to vehicle delays, caused by the lack of co-operation of hauliers' customers, by Mr. R. B. Brittain, chairman of the Eastern Area of the Road Haulage Association. Terminal delays are one of the few forms of financial loss that can—and should—be largely eradicated.

### Fares Tangle

WHAT must be very nearly an insoluble problem is the one which has been presented to Mr. Idris Owen, chairman of the South Wales Traffic Commissioners. Whatever decision he comes to about the four-day hearing of the South Wales fares "hiatus" will almost certainly be wrong in somebody's eyes. An appeal would seem inevitable, from one side or the other. As was explained in the report of the hearing in *The Commercial Motor*, last week, Western Welsh Omnibus Co., Ltd., and South Wales Transport Co., Ltd., are involved in a tangled decision by the Minister of Transport over a fares increase. The increase upon which an appeal was allowed has since been superseded by a second increase, which is not under appeal.

It might be reasonable to ask how Commissioners can vary a fares structure which no longer exists. However, Mr. Owen and his colleagues have decided to concentrate on what is a reasonable return on capital. If this difficult question is finally solved, they will have done the bus industry a service.



### Dropping Hints

MR. ERNEST MARPLES, our Minister of Transport, is fond of dropping hints about forthcoming legislation during after-dinner speeches (may I, incidentally, suggest it is time he thought up some new jokes), and the Public Transport Association dinner was no exception. But I was surprised to hear him telling busmen that loading bans on goods vehicles would be one way of speeding traffic. He then said: "When traders come to see me, and they will, I hope, Mr. Chairman, I can rely on your support."

I hope Mr. Carling (the P.T.A. chairman) continues to ignore the remark, as he did in his speech following Mr. Marples. No good at all will come of setting one part of the road transport industry at the throats of another part.

### Their Mr. Kennedy

A LIVELY and topical note was hit by Mr. Carling when he referred to "OUR Mr. Kennedy"—Mr. Stanley Kennedy, now enjoying a well-earned retirement. He has been appointed an honorary member of the P.T.A., a rare and richly deserved honour.

### Matter of Minutes

SOME of the hazards involved in bus operation are illustrated in a story told by Mr. T. F. McNeill, general manager of Macclesfield Transport, Ltd., whose annual dinner was held last Friday. An inquiry was being held into the demand by a factory's workers that the local bus service frequency should be increased.

b16

### Men Who Make Transport

WHEN he was a youngster, Francis Keith Farquharson hated the cold. Otherwise he might well have followed his father's footsteps and become a farmer. This is how it was: one day his father, being short of a tractor ploughman, rang up Scammell's where young Francis was learning to be an engineer, and asked whether his son could be spared for a week or so.

According to Mr. Farquharson (though I confess to some disbelief in this) the reply was, "By all means. We'll be glad to see the back of the young so-and-so."

Into the chill fields he went, appropriately clad in a warm overcoat plus his father's leather jerkin, ploughing as straight a furrow as he could. Then the tractor broke down right in the centre of that wall-less, hedge-less, field where the winter winds were blowing their bitter course unchecked. The repair completed, he returned to the farmhouse for lunch, where, in well-chosen and precise terms, he explained why he would never be a farmer as long as he lived.

Back at Scammell's he learned to be a motor engineer and, in 1938, having joined Shell, he was in the motor department, of which he is now manager. "It is really my predecessor you should be writing about," he told me. "He was in this job for 35 years, while I took it over only a few weeks ago." None the less, there is little about the department that Mr. Farquharson does not know. After all, he was in it for nearly 20 years—until 1956, in fact.

### Bird's Eye View

"But," said the chairman of the Commissioners, "if you leave work at 12.30 and there is a 10-minute headway you cannot possibly have to wait nearly 20 minutes. After all, the buses leave your stop at 12.30, 12.40 and 12.50."

"Ah, it doesn't work like that," said the spokesman. "You see, we nip out a bit sharp-like so we're at the corner before 12.30, but the 12.30 has usually gone 'cos he has his cup of tea on the way down to town and wants a bit in hand."

"Then you should get the 12.40."

"Ah, now that's the thing. That chap has his cuppa at the coffee house down the road with the other chap, so he comes in late to the turn and there we've been waiting nearly 20 minutes. It's not worth rushing unless there're more buses, is it?"

### Hustle

A QUICK lunch for counsel at Cheltenham one day last week when Mr. C. Macdonald, acting as Deputy Authority, kept the traffic moving at a cracking pace. Hearings started at 10.30. Mr. Macdonald proceeded with the business of the day till 1.55 and started the afternoon's work at 2.15.

Next, please!

### Calling Mr. Crook

IT was, perhaps, the intensity with which Mr. Macdonald worked that confused Mr. Crook, of C. Crook and Sons, Melksham. Mr. Crook, applying for a new B licence for two vehicles, sat right through the morning proceedings, but failed to turn up after the so-short lunch adjournment. Objectors were still in court in the afternoon, but there was no Mr. Crook, so Mr. Macdonald refused the application. Then he had second thoughts. Mr. Crook, he felt, may have misunderstood arrangements with objectors. So he adjourned the case.

Did you have a good lunch, Mr. Crook?

# Farquharson

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when for a change he became aviation manager in Scotland. Today his department is responsible for more than 3,000 vehicles of various types; but at Prestwick Airport, second in importance only to London as a national air gateway, his prime care for a couple of years was that the bowsers delivered the fuel to the aircraft—and that it was the fuel produced by Shell.

But the future manager of the motor department was to expand his experience still more widely. The year 1958 found him in Darlington as branch manager. This kind of job in a company such as Shell-Mex and B.P., Ltd., involves many-sided activities, most of them on a high level. Sales come into it, of course, but also the somewhat nebulous, though vital, pursuit generically known as "public relations."

He was just the man for that sort of thing. His easy, friendly manner and his quick assimilation of the detail, as well as the broad principles, of his work made him an invaluable spokesman to the Press of the area and an amiable link between his company and the fuel-consuming public—including, of course, civic authorities and their various counterparts. He enjoyed himself in the varying duties of branch manager, though he modestly disowns any special qualifications for them.

In doing so he casts a bright and revealing light on the staff policy of his company. They choose their man on the basis of broad human qualifications, throw him into a sea

## View—By The Hawk

### Continental Interlude

After four years as export director of E.R.F., Ltd., Mr. Peter Foden has, as announced in *The Commercial Motor*, on November 4, become managing director of that company. At the age of 30 years this, I feel sure, must make him the youngest managing director in the commercial vehicle industry. And it will certainly make it essential for Mr. Foden to spend a great deal of his time at Sandbach. Nevertheless, he tells me that he is all out to fix his third appearance in the Monte Carlo Rally, although he will not be assisted in that strenuous event by one of his own company's products. Recent years have given him a full share of travelling for, after being stationed in Germany with R.E.M.E., his duties as ambassador for E.R.F. have taken him to many parts of the Continent, and also to Turkey and South Africa.

One thing is certain, he is no "man brought in for the job." Apart from the Army, all his working life has been with E.R.F.

### For St. George

SOMEWHERE around mid-January Mr. Tom Lord, general manager of Barrow-in-Furness Transport Department, will be leaving that part of the world in readiness for taking up his new management at Leeds on February 1. When he goes, Barrow will lose one who has given much practical encouragement to young men making their first steps in the transport industry. Mr. Lord regards the R.S.A. examinations as an ideal target for the younger element, but feels that the possibilities in this connection are being neglected in many areas. The Barrow undertaking has a notably good record in the matter of apprentice training.

Those who know Mr. Lord will be well aware that he can speak out when the occasion demands it, so nobody should be surprised to learn of his keen interest in the Royal Society of St. George, an organization that stands up—and speaks up—for England on every possible occasion. Leeds' choice has gained the city not only transport know-how but some vital enthusiasms as well.



Possibly a farmer, except for the fact that he hated the cold—Mr. F. K. Farquharson.

of high responsibilities, and trust him to get on with the job, backing him up to the hilt all the time.

Back he came to London to take over the motor department. Now his cares include the maintenance of a fleet of specialized vehicles, including those bowsers which, with the Shell livery, are such a familiar sight at our major airports. There is nothing static in his set-up. New methods are all the time being evolved to cut down delays and heighten efficiency of distribution. Recently, for instance, the number of depots was reduced from about 400 to 90. In each case vehicles were involved.

### Emphasis on Safety

During all the 18 years or so he served with Mr. C. H. Selly, whom, as has been noted, he succeeded last summer, and now that he is the manager of the department, the prime emphasis has always been on safety. "We are hyperconscious of safety all the time," he said. So his eyes are always on such fundamental matters as centre of gravity in his vehicles, to say nothing of what the Americans call "flammability" of the product they are designed to carry.

Some years ago he worked out what, for want of a better term, one might call the prophylaxis of vehicles. Prevention, he believes, is a lot better than cure. His policy is now, and always has been, preventive maintenance.

Francis Farquharson, who refused to be a farmer but still lives near his childhood fields, has some of the robust, open-air appearance of a man accustomed to windy ploughlands. He no longer hates the cold, seldom thinks about it, in fact, for he became inured to it when his duties involved sudden exits from a cosy office and plunges into the draughts of a maintenance shop, without benefit of a leather jacket. He rejoices in the country pursuits of fishing and shooting. Once upon a time he indulged his adventurous spirit motorcycle racing. Today, however, he prefers the less exhilarating motion of a car. I would say that he finds his job exciting enough without recourse to extraneous fillips.

H.C.  
n17

### B.R.S. Men to Get More Pay

FOLLOWING the six per cent. pay increases approved for A- and B-licence haulage workers, equivalent increases have now been awarded to driving and some non-driving staff of British Road Services.

On Monday a meeting between B.R.S. and the unions agreed to award, with effect from next Monday, equivalent increases to those awarded to haulage workers, whilst still retaining the differential of approximately 1s. a week for B.R.S. staff above other haulage workers.

### Company, Municipal Claims Go In

CLAIMS for substantial pay increases have been submitted by the unions on behalf of both municipal and company busmen. No date has yet been fixed for a meeting of the National Council for the Omnibus Industry (which deals with company employees).

There was a regular meeting last week of the National Joint Industrial Council for the Road Passenger Transport Industry, as reported in *The Commercial Motor*, last week, but this meeting did not discuss pay matters because a claim had not then been submitted. The next meeting of the N.J.I.C. is due to be held on December 9.

The last meeting of the N.C.O.I. was on May 9, when an increase of 10s. 6d. a week and a 42-hour week were approved for company busmen.

#### £129m. BID FOR FORDS

IN what could be the largest take-over bid ever made for the shares of a British company, The Ford Motor Co., Detroit, America, announced on Monday that it was prepared to offer £129m. in cash for the shares of the Ford Motor Co., Ltd., Dagenham, not already held by the American concern.

Since the American company already holds 54 per cent. of the ordinary capital, they are in effect making an offer for 17,726,804 shares in the British company—equal to 46 per cent. of the capital.

#### FIRST COLOURED DRIVER

SHEFFIELD Transport Department's driving school received its first coloured entrant on Monday. The introduction of coloured drivers is expected to relieve an acute shortage of drivers.

### B.R.S. Men Get Safe-driving Awards

THIRTY-SIX drivers of the South Eastern Division of British Road Services were presented on Monday with safe-driving awards for 1959 by Mr. T. G. Gibb, chairman and general manager of B.R.S., and Mr. A. J. Wright, divisional manager, in the staff restaurant, City Road, London.

Four drivers received awards for accident-free records extending over 30 years.

b18

## Minister Drops Hint About Plans for London Traffic

THE Minister of Transport, Mr. Ernest Marples, dropped a broad hint, when speaking at the Public Transport Association dinner in London, that he is considering more drastic traffic proposals for London. Among these may well be more bans on loading and unloading goods vehicles.

"We must stop loading and unloading at unreasonable times," he said. "When the traders come to see me (as they will) I hope, Mr. Chairman, I can rely on your support." The Minister claimed that traffic in London today was moving nine per cent. faster than it did last year.

He also forecast "many more one-way streets," the elimination of right-hand turns in two-way streets, and electronic devices to count traffic passing through light-controlled junctions.

"By the mid-1960s," he went on, "we shall have gone a long way towards solving the inter-town traffic problems." Most major roads would be three-lane dual carriageways with hard shoulders that could support any vehicle. "The real difficulty is in towns themselves," he said. "Urban motorways and throughways, I believe we must have."

### Newcastle Ban Scheme Attacked

AN examination of the report on the public inquiry into proposed ban on loading and unloading at Newcastle is made in the Traders' Road Transport Association monthly bulletin.

Mr. H. R. Featherstone, T.R.T.A. national secretary, recalls that the Association's case against the ban was that they were unnecessary, ill-conceived, cer-

tain to cause serious damage to Newcastle's trade and commercial transport and to put up costs.

The report recognized the essential part which the goods vehicle plays in the business and economic life of the community, writes Mr. Featherstone, and it also recognized this rôle should not be disrupted until such time as every practicable alternative has been tried. "This is a realistic assessment and C licensees generally will welcome it. Nevertheless, there are certain features of the report which give rise to concern."

If imposed, the ban in Newcastle would leave only five hours of the normal working day available for deliveries. The inspector's report admitted that such a ban would cause difficulty for vehicles travelling to Newcastle from long distances; that there was bound to be an increase in costs; and that some trade would be lost.

The full effect of such a ban in terms of disruption of trade was far from fully appreciated.

#### GETTING A LEG UP

A LORRY driver, fined by Broxton magistrates at Chester for dangerous driving, was said to have driven round a roundabout at 45 to 48 m.p.h. A police constable said that when he stopped the lorry he found a brick and two empty lemonade bottles among the foot pedals.

When asked what they were doing there, the driver, said the P.C. replied: "I am short in the leg and cannot reach the pedals."

#### THE PLATING PROBLEM

THE National Council of the Traders' Road Transport Association has been reconsidering the problem of a vehicle plating system and has decided that in view of the complexities it will not finally formulate its views until it receives details of the draft scheme now being prepared by the Ministry of Transport.

### One at Derby, too

THE East Midland Division of the Traders' Road Transport Association is opposing a proposed ban on loading and unloading in Derby where the corporation is seeking to introduce an Order to ban loading and unloading between 8.15 and 9.15 a.m. and 4.45 and 6 p.m. on Mondays, Tuesdays, Thursdays and Fridays.

#### SCOTTISH MOVE

THE headquarters of the Scottish traffic area are being moved this week to Meldrum House, 15 Drumsheugh Gardens, Edinburgh.

#### AWARDS FOR 13,000

NEARLY 13,000 London Transport drivers have qualified for safe-driving awards for 1959.

## Prospects for Commercial Vehicle Industry

**I**N the first nine months of 1960, United Kingdom production of commercial vehicles (including buses) at 335,815 units was 26.7 per cent. higher than in the corresponding period of 1959. This is stated in a bulletin issued by the Economist Intelligence Unit.

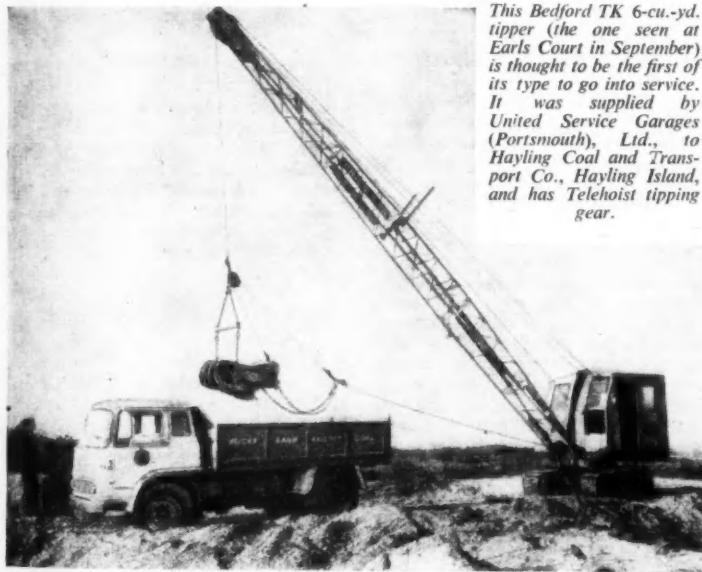
In the third quarter of 1960 there was a 37 per cent. increase in production of goods vehicles with a carrying capacity of between 15 cwt. and 6 tons, compared with the corresponding period in 1959. For goods vehicles over 6 tons the percentage increase was 45.6. Output of buses, coaches and trolleybuses showed an increase of 17.6 per cent. This buoyant demand for medium and heavy goods vehicles is attributed to the removal of purchase tax in April, 1959, and to uncertainties regarding possible re-nationalization.

To a large extent, it is claimed, the demand for commercial vehicles in the United Kingdom is determined by Government policy, both as regards road

regulations, credit and general economic policy, and road and rail competition. The ever-mounting railway deficits and the increase in C licence registrations pose the question of whether or not the Government might at some time be tempted to restrict C licences.

In 1961, however, it is estimated that United Kingdom domestic demand for commercial vehicles is likely to be rather less buoyant. The level of economic activity in the United Kingdom during 1961 is unlikely to show much, if any, improvement over 1960, and in the next few months interest rates are unlikely to be significantly lowered in view of the balance of payments situation.

United Kingdom production of commercial vehicles for the home market in 1961 is likely therefore to fall to some 265-275,000 units. Total production, inclusive of exports, is likely to total around 440,000 for 1960; for 1961, a production figure of 405,000 is forecast.



*This Bedford TK 6-cu.-yd. tipper (the one seen at Earls Court in September) is thought to be the first of its type to go into service. It was supplied by United Service Garages (Portsmouth), Ltd., to Hayling Coal and Transport Co., Hayling Island, and has Telehoist tipping gear.*

### More Goods Appeal Hearings Listed

**T**HE following appeals are to be heard before the Transport Tribunal, The Court Room, Watergate House, York Buildings, Adelphi, London, W.C.2:—

Monday, November 21, at 10.30 a.m.: E. Michael v. D. T. Brazier (t/a Micars), A. H. Dowden and Sons, and Laxton Motor Services, Ltd.; F. W. Morris v. The British Transport Commission and G. B. Hicks, Ltd.; Merchandise Transport, Ltd., v. The British Transport Commission and 62 others.

Wednesday, November 23, at 10.30 a.m.: The British Transport Commission v. A. W. Ellis and Co. (North Shields),

Ltd.; F. G. Rainbow, Ltd. v. The British Transport Commission, W. G. Goddard and Son, and Sam Robbins, Ltd.; G. E. Stone and Mrs. N. H. Kennedy (t/a E. R. Clissold), H. W. L. Parry, A. Bigglestone, C. M. G. Jones, and J. M. Watkins v. G. Read (Transport), Ltd.

Thursday, November 24, at 10.30 a.m.: The British Transport Commission v. C. W. Jones (Fuel and Haulage), Ltd.; The British Transport Commission v. R. J. Hardwick.

Friday, November 25, at 10.30 a.m.: Hill and Sons (Botley and Denmead), Ltd. v. W. G. Golding and Sons, Ltd.

### JUDGMENT DAY

November 25 looks like being Black Friday for a number of hauliers in the Northern traffic area, writes a special correspondent. On that day, the Northern Licensing Authority, Mr. J. A. T. Hanlon, will hold three revocation or suspension inquiries. He has called upon Joseph Robert Young, of Shannory Ness, St. Ives Road, Leadgate, Consett, Co. Durham, to show cause why his public A and B licences and contract A licence should not be revoked or suspended; and similarly on Anderson Bros. (Westhope), Ltd., Newcastle upon Tyne, regarding their public A, contract A, and B licences; also on R. W. A. Hepple, Ltd., Croxdale, Co. Durham, regarding public A and C licences.

There are strong rumours that a considerable number of similar inquiries are imminent.

### Trailer Came Adrift, Appeal Fails

**T**HE Queen's Bench Divisional Court last week dismissed an appeal by F. Austin (Leyton), Ltd., of Argall Avenue, Leyton, E., against their conviction at Stratford of using a trailer, turntable and a tractor in a dangerous condition. Mr. W. M. F. Hudson, for the company, told the court that the Metropolitan Police solicitor had intimated that the police would not be represented because they felt they could not support the conviction.

Lord Parker, the Lord Chief Justice, said the justices found that a defective condition had caused a trailer to become disengaged from its tractor and then slew across the road. It was clearly a danger to people on the road. When something like this, which was not a result of faulty maintenance, occurred the justices had power to give an absolute discharge. It was noticeable that the company had been fined only £4.

### FRENCH PETROL FOR U.K.

**A**FTER five years of wholesale marketing of petrol, diesel fuel and lubricating oil, Total Oil Products (Great Britain), Ltd., a subsidiary of the Compagnie Française des Petroles Group, are to enter the retail market in the United Kingdom.

Mr. C. G. C. Redman, general manager, says that the company have no intention of entering into a price-cutting war and that it is possible that in six months between 50 and 150 petrol stations will be selling Total products.

### FORD EXPORTS

**A**t a British Ford convention at Hamburg it was announced that exports of Ford heavy commercial vehicles to Europe in 1959 amounted to 3,000 units. By 1960 they will have risen to over 4,000 and are expected to exceed 5,000 during 1961.

## Men in the News

MR. W. LEATHERBARROW has been appointed Midland area representative of Wingard, Ltd.

MR. K. D. VICK has been appointed to the Board of Cranes (Dereham), Ltd., the Norfolk engineers and trailer manufacturers. He was previously their London representative.

MR. C. MILLWARD was appointed principal assistant to the commercial division of the Passenger Transport Department at a meeting of Liverpool City Council last week. Mr. Millward, 39, first joined the department in 1937 and, prior to his new appointment, was the superintendent in charge of the statistics, cash and costs section.

MR. RAYMOND F. STARRETT, managing director of The L.S. Starrett Co., Ltd., Jedburgh, Roxburghshire, recently celebrated 25 years' service with the company. At a dinner in St. Boswells he was presented with a gold watch from the parent company at Athol, Massachusetts. Mr. R. F. Starrett is a great nephew of Laroy S. Starrett, founder of the company.

MR. G. CARRUTHERS, Eastern area traffic superintendent of the Eastern Counties Omnibus Co., Ltd., becomes traffic manager, Wiltshire and Dorset Motor Services, Ltd., Salisbury, from December 1, 1960. Mr. Carruthers, after war service, joined Eastern Counties Omnibus Co., Ltd., in 1946, as chief traffic assistant at the company's head office. He was appointed superintendent of the Eastern area in 1954.

MR. FREDERICK BERNARD BOLTON has been appointed chairman of the Atlantic Steam Navigation Co., Ltd., and of its subsidiary company, Frank Bustard and Sons, Ltd. He succeeds Mr. Claud Barrington, whose death was announced recently. Mr. Bolton is an underwriting member of Lloyd's, a member of the Dover Harbour Board and chairman of the Bolton Steam Shipping Co., Ltd.; the North Yorkshire Shipping Co., Ltd.; Glover Bros. (London), Ltd.; A. Temperley and Co., Ltd.; F. Bolton and Co., Ltd.; Thos. Matheson and Co., Ltd.; Bolton, Ingham (Agency), Ltd., and F. Bolton and Co. (Foreign), Ltd.



Mr. H. J. Billing, the new sales director of Metalastik Ltd.

MR. K. A. SMITH is resigning his position as assistant sales manager, Clayton Dewandre Co., Ltd., on November 30. He has formed his own company, called Ken Smith (Trailers), Ltd., and will be operating from Halesowen, near Birmingham. He has been granted the main distributorship for England and Wales for the Northern Trailer Co. of Glasgow.

## Trafficking in Special A Licences Alleged

THE suggestion that there had been trafficking in special A licences was made at Leeds last week when two haulage firms faced charges in connection with special A (articulated) vehicles.

Woodcocks Transport (Rotherham), Ltd., were accused of obtaining a special A licence by knowingly making a false statement to the Licensing Authority that two vehicles were assigned to them by S. Hughes (Hirers), Ltd.

S. Hughes (Hirers), Ltd., were accused of obtaining the variation of a special A licence by knowingly making a false statement to the Licensing Authority that the two vehicles authorized on the licence had been assigned to Woodcocks.

Hughes pleaded guilty. Woodcocks were found guilty. Each firm was fined £35, Woodcocks to pay the costs of the action.

### Defaulted

Prosecuting for the Licensing Authority, Mr. E. Wurzel said that on May 5, 1959, Douglas Valley Finance Co., Ltd., of Wigan, entered into a hire-purchase agreement with a Mr. Hutchinson, of Wakefield, whereby they sold to him four goods vehicles, of which two were the subject of the charges. Hutchinson obtained special A licences for the two vehicles. He defaulted in his payments to the finance company who, about May, 1960, made arrangements with a company named Thompson Brothers (New Mill), Ltd., to get possession of the two vehicles.

They could not get licences for them because Hutchinson had purported to sell and assign the vehicles to Hughes. The vehicles never left Hutchinson, as was instanced by the fact that Thompson's

were able to recover them for Douglas Valley Finance in May, 1960.

On August 6, 1959, Hutchinson applied to take the vehicles off his licence on assigning them to Hughes, but there was no charge before the court as the time limit for prosecution had expired.

### Valuable Asset

On August 26 Hughes applied to take the vehicles off their special licence on assigning them to another firm, but the application was refused by the North Western Traffic Commissioners. Hughes at this time had a valuable asset in two articulated, expensive vehicles which they never got, for which they had paid Hutchinson £1,800. It was the suggestion of the prosecution that it was merely trafficking in special A licences.

On October 1, 1959, Woodcocks applied for a new special licence in respect of the two vehicles on the ground that they had been assigned to them by Hughes. A purported assignment was filed with the application, but Hughes had no vehicles to assign; they were still in the possession of Hutchinson. The Licensing Authority, not knowing the facts, granted Woodcocks a special A licence on which the vehicles and trailers were included.

### £2,000 for Licences

The offence came to light when the finance company, on default by Hutchinson, began to move in May, 1960. Apparently Woodcocks paid Hughes £2,000, in effect for the licences only. Since then Woodcocks had attempted to put other vehicles on to the licence and to assign them, but the Authority had refused to accept those applications.

## Obituary

WE regret to record the deaths of MR. FRANCIS JOHN WING and MR. WILLIAM RANDELL.

Mr. Wing, a director of Wadham (Holdings), Ltd., Waterloo, Hants, was 62. He joined Wadham Bros. in 1913 and opened their first branch in Southsea in 1921. He was appointed a director of the company in 1949.

Mr. Randell, a bus and coach operator in Leicestershire until his retirement, died at his home in Skegness. He was 79.

### PERKINS USED BY 1,000 LOCAL AUTHORITIES

SPEAKING to members and officials of Tottenham Borough Council when they visited the Perkins factory recently, Mr. Leslie Bugg, trade sales manager of Perkins Engines, Ltd., said that more than 1,000 local authorities were now using Perkins oil engines and that one—Salford, Lancashire—had saved the annual equivalent of a penny rate since changing from petrol to oil.

Mr. Bugg revealed that in under eight years the number of local authorities using Perkins engines in their cleansing fleets and plants had increased to more than 1,000, including 27 of the 28 London boroughs, plus the City of London and the L.C.C.

Salford were operating 25 Perkins engined cleansing vehicles, which averaged 700-800 miles a year and showed a saving of £4,550 a year.

### PROFIT AND LOSS

**Dennis Brothers, Ltd.** Net profit £52,197, after tax £49,500 less £1,480 tax not required. Final dividend 5 per cent., making 10 per cent.

**Birmingham Small Arms Co., Ltd.** Group profit after taxation: £1,663,748. Final dividend of 11½ per cent., making 17½ per cent., plus special capital dividend of 5 per cent., tax free to commemorate company's centenary.

## Sir Henry Spurrier Looks to the Future

ROAD transport will have to face fierce competition from other forms of transport, particularly air transport, before many years have passed, said Sir Henry Spurrier, chairman and managing director, Leyland Motors, Ltd., at the 14th annual dinner and dance of the Institute of Road Transport Engineers in London on Monday.

Costs of transportation by road must be progressively reduced, he said. By far the most important item towards that aim was that we must be provided with a system of trunk highways, secondary roads and urban arteries that would permit traffic to flow at a steady speed and without hold up.

Weight, he said, was one of the chief offenders where operating costs were concerned, and under ideal conditions he would not consider it impossible to achieve something in the order of one ton unladen for every five tons of goods carried.

Sir William Black, chairman of A.E.C. and the Institute's president, said that vehicle builders were learning from the operator all the time. Manufacture and maintenance could not be divorced. "Between us we have made the British commercial vehicle the finest in the world."

Inevitably, said Sir William, road vehicles would become more intricate. Their operation and maintenance would call for more skill and knowledge. We must establish technical standards and see that opportunities exist for the young engineer to become trained and qualified. Members of the I.R.T.E. could make a great contribution to safety on the road—for a badly maintained vehicle was a dangerous vehicle.

### MORE RATES INCREASES

THE removals costings committee of the National Association of Furniture Warehousemen and Removers met recently to consider revision of recommended trade rates following the increase proposed by the Road Haulage Wages Council. Because of the higher proportions of labour employed in the removal industry it is anticipated that the recommendations of the costings committee, when published, will undoubtedly regard as a minimum the 10 per cent. increase in rates already recommended by the Road Haulage Association.

### NEW CHAIRMEN

MR. T. ROBERT WILLIAMS has been appointed chairman of the Rhondda Transport Co., Ltd., in succession to Mr. W. T. James, who has resigned from the Board in view of his impending retirement. Mr. F. K. Pointon has been appointed a director of the company.

Mr. W. M. Dravers has been appointed chairman of J. James and Sons, Ltd., and of Neath and Cardiff Luxury Coaches, Ltd., in succession to Mr. W. T. James who has resigned from the boards of both companies in view of his impending retirement. Mr. F. K. Pointon has been appointed a director of both companies.

*A Mammoth Major is good for you, A.E.C., Ltd., told the Guinness firm... and here is the result. It is one of several Mammoth Major eight-wheelers fitted with special insulated box bodies. This one was built by Abbotts of Walsall.*



### TOO MUCH WORK

THE Birmingham depot of Inter City Transport and Trading Co., Ltd., Glasgow, was in serious difficulties through lack of transport for distributing goods warehoused for customers, the West Midland Licensing Authority, Mr. W. P. James, was told last week. The company sought a new B licence for two articulated units (10 ft.) to be based at Brierley Hill for collection and delivery of goods for trunk services, within 50 miles.

For Inter City it was stated that despite sub-contracting amounting to 11,623 tons in 1960 they were unable to cope.

Adjourning the application to a later date, Mr. James said more information regarding collections and deliveries would be required at the next hearing.

### NEW BODY BUILDING PLANT

A NEW body building works is likely to provide employment for over 200 at Dumfries in the near future. It will be the headquarters of Holmes Alexander, Ltd., a joint organization of Walter Alexander and Co. (Coach Builders), Ltd., and Holmes (Preston), Ltd. An existing factory on the outskirts of Dumfries is in the process of reconstruction and here it is proposed to build road tankers, trailers, tippers and other commercial vehicle bodywork.

## Brewers Drop C Licences

A CHANGEOVER in the transport of beer from C licence to public haulage was the basis of an application by Angus Hyslop, Ltd., Glasgow, on Tuesday to vary their A licence by the addition of four vehicles (9½ tons).

Mr. J. McNaught, for James Caulder and Co. (Brewers), Ltd., said Hyslop now arranged the whole of their deliveries in the area and 11 C licences had been surrendered.

Mr. W. F. Quin said four vehicles was ambitious. It was a healthy trend to see a large manufacturer entrusting his transport to a haulier, and two vehicles (5½ tons) would be granted.

### TOO LATE, TOO DEAR

LATE deliveries by British Railways were alleged at a sitting of the Scottish Area Licensing Authority last week when Mr. A. Houston, of Cumnock, asked for an A licence variation for one extra vehicle.

For Mr. Houston it was stated that road transport brought steel from Durham in one day while steel from nearby Motherwell took four days by rail. Charges made by the railway company for delayed transport were also criticized as being three times the rate charged by road operators.

Mr. Archibald Beattie, a British Railways licensing officer, admitted delay in transport but not to the extent indicated by witnesses for Mr. Houston. Mr. W. F. Quin, the Licensing Authority, said it might be that the rail delay quoted was isolated but it was serious, and on balance he granted the application.

### BY ROAD TO INDIA

MR. WILLIAM MESSAM, a 47-year-old bus driver, has been given three months' leave of absence by Leicester Corporation to drive a converted van 7,500 miles to India. The van, named the Desert Queen, has been converted into a mobile home for Mr. Messam and three Indian friends, who will set off on November 25.

## Dent's Transport Lose Important Appeal

AT Durham Quarter Sessions Appeals Committee last week Dent's Transport (Spennymoor), Ltd., of Tudhoe Colliery, County Durham, were unsuccessful in their appeal against convictions of operating a vehicle without a licence. The firm are soon to appear before the Northern Area Licensing Authority to show cause why their licence should not be revoked or suspended.

Mr. R. A. Percy, for the respondents, said that the company were convicted on July 26 (*The Commercial Motor*, August 5) of unlawfully using vehicle 773JHN for the carriage of goods for hire or reward otherwise than under a licence on March 16, 1960.

In February, vehicle DGR964, which was specified on their A licence, required some extensive repairs and was taken off the road ostensibly for the whole of February and March, coming back into service on March 29. Dent's applied for a temporary substitution licence in respect of a vehicle 773JHN.

### Wrong Vehicle?

The prosecution's case was that on the day in question vehicle DGR964 was being used on its normal duties "far away in Monmouthshire." This was a deliberate act by Dent's to run, quite illegally, two vehicles under one licence. Mr. Percy added that the wording of the regulations implied that the moment the "main" vehicle was fit for the road, the temporary vehicle "vanished."

Mr. Wilfred Steer, for Dent's, said that the charge concerned the wrong vehicle. His clients had been charged with wrongfully running the substitute vehicle, but the evidence showed that they had surrendered the identity certificate of the original vehicle and were rightfully running the substitute.

Mr. Percy argued that the charge was correct because, once the specified vehicle was running again, the substitute vehicle automatically lapsed.

### On the Bridge

Mr. E. A. Childs, a traffic examiner in the South Wales area, told the court that on March 16 he was standing on the bridge at Usk, Monmouthshire, making routine vehicle checks. One of the vehicles he checked was vehicle DGR964, which bore Dent's name. It was loaded and was travelling in the direction of Pontypool or Newport.

Mr. John Henry Dent, managing director of Dent's, said that he had identical vehicles with consecutive numbers. He contended that the vehicle seen at Usk was DGR963, and he produced log sheets for that vehicle.

The chairman: "What puzzles me is that these log sheets look so glistening and so nice." Mr. Dent replied that he thought cleanliness was next to Godliness.

Mr. Percy said that DGR963 was not authorized during March. It was only authorized from June 17 and DGR964 was only authorized in May.

Dismissing the appeal, the chairman said that he was satisfied that the traffic examiner had not made a mistake.

B22



A new mobile showroom recently introduced by the North Thames Gas Board. The bodywork, in the Board's new grey livery, is by Stevens Bros. (Fleet), Hampshire, and is based on a Taskers semi-trailer hauled by a Perkins-engined Dennis tractor.

### Customers are Still Waiting

AN application by Walker Brothers (Heysham), Ltd., Middleton Road, Morecambe, to add 12 vehicles of 94½ tons, was opposed by the British Transport Commission at Lytham last week. The case originally opened at the beginning of the year. Walker had been granted several short-term licences for additional vehicles to cope with all their

traffic, and evidence had been given by witnesses who wished to employ their facilities.

The North Western Deputy Licensing Authority reserved his decision.

## New Transport Companies

**Kingston Trucking, Ltd.** Cap. £100. Subs.: Miss Eleanor T. Ryan, 90 Norbiton Hall, Kingston upon Thames. Mrs. Maureen E. Northfield, 38 Prince Road, S. Norwood, S.E.25. First directors to be appointed by the subscribers.

**Rainford Road Haulage Co., Ltd.** Cap. £2,000. Dirs.: Thomas Shingler, Eliza Shingler and June S. Shingler, all of 85 Liverpool Road, Bickerstaffe, nr. Ormskirk. Sec.: June S. Shingler. Reg. office: 85 Liverpool Road, Bickerstaffe, nr. Ormskirk.

**Quick Service Van Hire, Ltd.** Cap. £1,000. Dirs.: Andrew J. Mansen and Robin M. J. Freeman, both of The Pant, Runnis, nr. Minsterley, Salop. Sec.: Clifford R. Adlard. Reg. office: Quick Service Station, Hope, nr. Minsterley, Salop. Reg. office: Riverside, Newhaven.

**Harbourn Transport, Ltd.** Cap. £400. Dirs.: Alfred F. Harvey, Llynny, Hillcrest Road, Newhaven, Michael Knight, Little Alces, St. Peters Road, East Blatchington. Sec.: A. F. Harvey. Reg. office: Riverside, Newhaven.

**Hitchens and Deakin, Ltd.** Cap. £100. Dirs.: Iver N. Deakin and Elizabeth J. Deakin, both of Thornfield, Sandown Park, Tunbridge Wells, Kent. Anthony Hitchens, 49 Tregunter Road, Falmouth, Cornwall. Iver N. Deakin Snr., Fairfield House, Beara Green, Dorking, Surrey. Edgar C. Knuckey, The Observatory, Falmouth, Cornwall.

**A. T. S. Lucas and Co., Ltd.** Cap. £100. Dirs.: Douglas L. Taylor, Yew Tree House, Compton Dando, Som. Arthur Gilliard, 6 Broadfield Road, Knowle, Bristol, 4.

**Carotel Holidays, Ltd.** Cap. £100. Dirs.: Ronald C. Wingfield and Olive G. Wingfield, both of 6 Edgecombe Road, Lostwithiel, Cornwall. Sec.: Olive G. Wingfield. Reg. office: 1 Merrivale, N.14.

**W. Judd (Haulage), Ltd.** Cap. £500. Dirs.: William C. Judd and Mrs. Marjorie G. Judd, both of 1 Simons Walk, E.15. Sec.: Marjorie G. Judd. Reg. office: 6 Laurence Pountney Hill, E.C.4.

**J. A. Clark and Sons, Ltd.** Cap. £300. Subs.: John A. Clark and Mrs. Jesse E. Clark, both of 18 Byron Road, Leyton, E.10. John A. Clark, is the first director. Sec.: Jesse E. Clark. Reg. office: 18 Byron Road, Leyton, E.10.

**George King (Transport), Ltd.** Cap. £5,000. Dirs.: George V. King, 39 High Meadow Road, King's Norton, Birmingham, 30. Terence A. King, 20 Northfield Road, King's Norton, Birmingham, 30. Reg. office: 30 Ormond Street, Birmingham, 19.

**World Wide Car Hire, Ltd.** Cap. £100. Subs.: A. Kane and E. A. Goodbody, both of 12 Whitehall, S.W.1. First directors to be appointed by the subscribers. Reg. office: 52 Haymarket, S.W.1.

**Brenesta Transport, Ltd.** Cap. £100. Subs.: Michael Claff, 1 Southfields, N.W.4. Shirley Hart, 57 Rodney Court, Maida Vale, W.9. First directors to be appointed by the subscribers. Sec.: Shirley Hart. Reg. office: 713 Imperial House, Kingsway, W.C.2.

**Henry Fox, Ltd.** Cap. £5,000. Dirs.: Henry F. Fox and Ethel Fox, both of Concord, Newcastle Road, Ashley, Staffs. Frederick J. Fox, 14 Churton Place, Sneyd Green, Stoke-on-Trent. Sec.: F. J. Fox. Reg. office: 79 Moorland Road, Burslem, Stoke-on-Trent.

**North London Coachworks, Ltd.** Cap. £100. Dirs.: Horace M. Andrews, 102 North Circular Road, N.13. Charles F. Cooper, 18 The Highlands, Crouch Hill, N.4. Sec.: Winifred C. N. Andrews. Reg. office: 45 Clarges Street, W.1.

**Damella (Haulage), Ltd.** Cap. £100. Subs.: Stanley H. Lucas and Francis A. Dean, both of 6 Surrey Street, W.C.2. First directors to be appointed by the subscribers. Sec.: Stanley H. Lucas. Reg. office: 6 Surrey Street, W.C.2.

**K. Collins, Ltd.** Cap. £5,000. Dirs.: Kenneth Collins and Betty Collins, both of 31 Albert Street, Heywood. Sec.: Betty Collins. Reg. office: 118bury New Road, Summit, Heywood.

**A. and M. (Upton), Ltd.** Cap. £100. Dirs.: Richard Askew and Blanche Askew, both of Victoria Bungalow, Common Lane, Upton, nr. Pontefract. Sec.: Blanche Askew. Reg. office: Victoria Bungalow, Common Lane, Upton, nr. Pontefract.

**Apex Haulage (Knebworth), Ltd.** Cap. £1,000. Dirs.: Richard J. Huggard, "Riander" Marlow Bottom, Bucks. Edward W. Woodford, 44 Park Lane, Knebworth, Herts. Sec.: R. J. Huggard. Reg. office: 82 High Street, Ware, Herts.

**George Herold and Sons, Ltd.** Cap. £100. Dirs.: George Herold and Mrs. Mary Herold, both of 56 Anne Street, E.13. Sec.: George Herold. Reg. office: Grove House, 6 Grove Road, Sutton, Surrey.

**Phillips Transport (Staines), Ltd.** Cap. £100. Dirs.: John F. Dugay, 56 Stratton Road, Sunbury-on-Thames. Cecil A. Gregory, 36 Booth Drive, Lalcham, Middlesex. Sec.: J. F. Dugay. Reg. office: 9a Woodthorpe Road, Ashford, Middlesex.

# These Farmers Prefer to Send by Road

AN application by James Transport Co., Ltd., The Grove Garage, Gloucester Road, A Patchway, Bristol, to vary their B licence by the addition of three vehicles, including one articulated vehicle, came before the Licensing Authority at Bristol on Monday. Mr. Percival Wheeler, assistant manager of Warwickshire Farmers, Ltd., said his company operated a number of vehicles under C licence.

In June this year when he supported an application by James Transport for general vehicles he gave evidence that the service he was obtaining from British Railways was a satisfactory one. The position had changed since that date and he understood the difficulties British Railways were in at the present moment were due to a shortage of labour.

He informed the Licensing Authority there could be no doubt at all that his company would now take away the traffic British Railways were enjoying and it would be given to road transport. If he could not get a satisfactory service in this way his company would have to consider putting on additional vehicles on a C licence.

The Licensing Authority, in giving his decision, stated: "I am directed by section 173 of the Road Traffic Act 1960 to take into account the wishes of the customer. I cannot, of course, stop them transferring these goods to road because they can put additional vehicles of their own on and I cannot refuse such an application. I can well appreciate British Railways being very concerned over this customer's traffic but the answer is in their own hands."

The application was granted.

## THE LAME DUCK

A SECOND-HAND furniture dealer admitted at Leeds last week that for the past two years he had been carrying out furniture removals which he was not licensed to do. He described himself as "a duck without wings" and said he was at the mercy of the court.

Mr. T. H. Woodward, who carried on the business of a second-hand furniture mart at 30 Fossgate, York, said he had been the holder of a short-term B licence which expired on April 30, 1958, and was seeking a B licence authorizing the carriage of second-hand furniture within a radius of 50 miles of York Post Office on a 24-ton vehicle.

Refusing the application, the Deputy Licensing Authority, Mr. J. H. E. Randolph, said no evidence had been produced to show that anyone wished to employ the applicant and he warned Mr. Woodward that he would be prosecuted if he persisted in doing removals without a licence. The papers, he said, would be sent to the enforcement branch.

## IN DEMAND

THE demand for Aberdeenshire beef was increasing in the south of England, it was stated at Aberdeen last week when John Millar and Sons, of Edinburgh, successfully applied for a change of base of two refrigerated vehicles from Cupar to Aberdeen.

## The Ernest Marples Hour

MR. ERNEST MARPLES had the whole of the question hour in the Commons to himself on his first appearance of the new Session of Parliament, writes our Parliamentary Correspondent.

He told Mr. Burden (C., Gillingham) that he was giving high priority to the improvement of A2, including a by-pass of Dartford and the Medway Towns by-pass. On the A20, when the Maidstone by-pass was complete, the next big scheme would be a by-pass of Swanley.

Mr. John Hay told Mr. Janner (Lab., Leicester N.W.) that it is intended to install telephones similar to those in operation on M1 on all major lengths of motorway. It is also intended to reconstruct all the grass hard shoulders on the London-Birmingham motorway except for the two miles of the Dunchurch by-pass.

## Access to the M1

Mr. Marples told Lord Balniel (C., Hertford), who asked about plans for improving the access into London from the southern end of M1, that he has recently authorized Middlesex County Council to accept a tender for the construction of the South Mimms by-pass.

Mr. Dodds (Lab., Erith) was told that it remained Government policy to charge tolls on certain very costly new bridge and tunnel projects where the present inconvenience to road users would be heavily outweighed by the value of the new facilities. For motorways it had been decided that the first part of the network would be toll-free.

There was, Mr. Marples told Mr. Randall (Lab., Gateshead W.), no simple or satisfactory solution to the problem of preventing accidents to children arising from the use of mobile shops. He would, however, review the position with the manufacturers and operators of these vehicles.

IF eight-wheelers were to be granted on evidence that customers required greater quantities of goods to be carried at any one time, the applicant should surrender existing four-wheeled vehicles. Otherwise they would be released to compete under a wider normal user, with the objectors.

This submission, made by Mr. J. Foley Eginton, was upheld by the West Midland Licensing Authority, Mr. W. P. James, at Birmingham, when he refused an application by Mr. L. Forrester, Whitchurch, to add two eight-wheeled tippers to his A licence, with a separate normal user of, "road and building materials, 100 miles; goods for W. Asquith and Sons, Ltd., 250 miles."

Mr. James said there was no evidence to justify additional vehicles, but there might be a case for replacement of one small vehicle by an eight-wheeler.

## U.S. PRODUCTION

ALTHOUGH U.S. commercial vehicle production during October, at 53,943 units, was below the 1959 figure of 67,684, production for the 10 months ending October 31 was 40,222 more than the 734,588 vehicles produced during the corresponding period last year.

## METROPOLITAN MOVE

LAST week-end the Metropolitan Traffic Area moved to Stuart House, 23-25 Soho Square, London, W.1 (phone. Gerrard 9822).



Hope and Anchor Breweries Ltd., of Sheffield, are now using this Leyland Comet CS3.5R tractor and tank semi-trailer to deliver Carling's Canadian Lager in bulk to Northern Ireland. Constructed in stainless steel by the A.P.V. Co., Ltd., the tank has two compartments with a total capacity of 2,160 gallons. It is carried on a Tasker semi-trailer.

## Tribunal Hears About the Absent Witness

At a hearing before the Transport Tribunal in London, Station Garage (Leighton Buzzard), Ltd., unsuccessfully appealed against the decision of the East Midland Licensing Authority to refuse additional B licence vehicles to carry bricks for the London Brick Company. The appeal was opposed by the British Transport Commission, H. W. Dines and Co., A. E. Booty (Transport), Ltd., and Alfred Hudson, Ltd.

Mr. C. R. Beddington, for Station Garage, said that they already held one vehicle on a B licence and when they applied for renewal of this licence they also applied for two new vehicles to carry for the London Brick Company and to enable existing vehicles to carry farther than 25 miles.

The Authority had held that there was no *prima facie* case and refused the application for further vehicles, while granting a renewal of the existing licence.

"It is my case that the Licensing Authority was very much concerned to

teach the London Brick Company a lesson for having refused to send a witness, and in doing that omitted to appreciate that the letters they had sent had in fact constituted a *prima facie* case," said Mr. Beddington.

After the president, Sir Hubert Hull, said that if a company like the London Brick Company were really in need they would not hesitate to send a witness, Mr. Beddington replied that this company had decided never to send a witness to the Licensing Authority.

### NEW OFFICERS

THE Manchester and District Traffic Association have elected the following officers:—

President, Mr. N. Potts; life vice-presidents, Messrs. P. E. Caffrey, P. Bradshaw; vice-presidents, Messrs. S. Foulkes, P. W. Lunn, H. Heap; chairman, Mr. H. Keating; vice-chairman and education officer, Mr. L. R. D. Whitnall; hon. sec., Mr. J. Myers; hon. treasurer, Mr. A. Whittaker.

## Micrograms . . .

**Regent Eights:** The Regent Oil Co., Ltd., has ordered 11 Leyland Octopus 24.04 eight-wheeled tanker chassis.

**Multi-fuel Tank:** The Leyland L60 700-b.h.p. multi-fuel engine has been adopted for the new British Chieftain Tank.

**Comets for Read:** George Read (Transport), Ltd., Mitcheldean, Glos., have ordered six Leyland Comet CS3 chassis.

**New Plant** in Australia is to be established by the Cummins Engine Company, Inc. Assembly of engines in Melbourne is planned by April, 1961.

**Silver City Airways** will operate its cross-Channel passenger and vehicle ferry service to Ostend from Ferryfield airport, Lydd, instead of Manston from December 1.

**Any Moment Now:** Mr. Ernest Marples, in a written reply in the Commons, said the Committee of Inquiry on Rural Transport hope to present their report before the end of the year.

**Telehoist at Moscow:** A range of hydraulic equipment and certain Wilmot Breeden products are to be exhibited by Telehoist, Ltd., Cheltenham, at the British Trade Fair to be held in Moscow next year.

**Malay Tippers:** The Public Works Department, Malaya, has ordered another 30 Albion Chieftain tippers valued at over £60,000. The chassis will have Edbro B. and E. tipping gear and locally built bodies.

**A.E.C.s for Lisbon:** A further 30 A.E.C. Regent Mark V double-deckers have been ordered by Lisbon Electric Tramways, Ltd., to supplement the fleet of over 200 Regent double-deckers already running in that city. The new buses will have 11.3-litre oil engines and semi-automatic transmission.

**South African Batteries:** The Chloride Electrical Storage Co., Ltd., have made arrangements for their South African company to take over production and distribution of batteries at present being sold in the Union under the names Bartelite, Autolite, Prestolite and USL. The Exide factory is at East London.

B24

## "Fag End of Licence" —Sir Hubert

DISMISSING an appeal against the decision of the South Eastern Licensing Authority, who had granted a special A licence for a vehicle to C. S. and A. J. Purver, of Fareham, Sir Hubert Hull, president of the Transport Tribunal, said that Purvers had bought "the fag end of a special A licence."

Sir Hubert, referring to the licence bought, said: "Short though the period was, we think the experience of Purvers was sufficient to show that if they had a licence, they would obtain sufficient custom to justify the existence of the vehicle."

### DELAYS AT THE DOCKS

THE Halifax Chamber of Commerce are to write to the Liverpool and Hull Chamber and to Mr. Douglas Houghton, M.P. for the Sowerby Division, on the question of delays at the docks in the unloading of goods being sent abroad. The secretary, Mr. J. G. Bowes, said he had already written to Mr. Maurice Macmillan, M.P. for Halifax.

Mr. Bowes said the delays had reached the stage that certain hauliers would not take goods to the docks because they might be hanging about for six hours and then have to stay overnight or return with the goods to Halifax.

### "COME AND JOIN US"

HAULAGE companies in the Leith area are being invited to consider location in the Leith Dock Commission area as a source of additional business and as a suitable location for storage premises. This is part of a general campaign by the Leith Dock Commission to expand trade in their undertaking and to improve ancillary services.

The Commission want haulage firms to use the dock area and dock facilities for buffer storage work, and for the garaging of vehicles.

### SPAIN TO MAKE B.M.C. VEHICLES

A N agreement has been signed between the British Motor Corporation, Ltd., and Sociedad Amonima Vehiculos Automoviles (SAVA), Valladolid, Spain, to co-operate in vehicle manufacture over the next 10 years.

SAVA, already manufacturers of commercial vehicles in the 2- and 3-ton ranges, will be manufacturing B.M.C. vehicles at an early date. It is anticipated that BMC-SAVA vehicles, as they will be called, will be available for delivery in Spain in 1961.

### EXPERIMENTAL BOLLARD

M R. BERNARD WHITEHEAD, head of the Safety Research Services, Ltd., of Shipley, has designed an experimental bollard which aims to show up pedestrians more clearly on island refuges. It is constructed of a composite of polythene, glass fibre and Perspex in a tubular frame and can be knocked down without serious damage to car or bollard.

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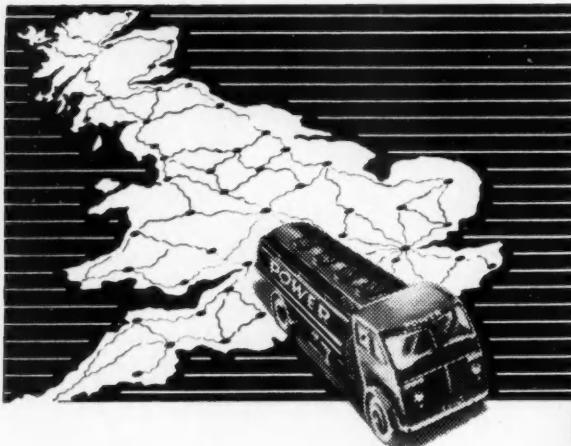
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# Late Surprises at Public Works Exhibition

TWO last-minute surprises at the Public Works Exhibition at Olympia were both 7-cu.-yd. articulated dump trucks—the Muir-Hill Camill unit shown by E. Boydell and Co., Ltd., Old Trafford, Manchester 16 (Stands 213 and 221), and the D-D 70 Dinkum Dumper, shown on Stands 48/9 of Whitlock Bros., Ltd., Great Yeldham.

The Muir-Hill Camill is driven by a Ford oil engine, which develops 52 b.h.p. at 1,600 r.p.m. and has a maximum torque output of 171 lb. ft. at 1,200 r.p.m. Power is transmitted through a dry-plate clutch to a constant-mesh gearbox providing six forward and two reverse speeds.

## Articulation System

Connection between the body and the tractor unit is provided by a horizontal swivel, king post and wishbone assembly. This gives lateral articulation 20° either side of the vertical, and steering movement of 180° about the wishbone. Two hydraulic rams provide 55° of tipping angle.

Also giving 180° of steering angle is the Dinkum Dumper which has a turning circle of 13-ft. radius. The overall length of the unit is 24 ft. 8 in. It is powered by a 52 b.h.p. oil engine driving through a heavy-duty clutch to a six-forward and two-reverse speed gearbox. The maximum road speed is 13.2 m.p.h. Double-acting hydraulic rams giving a tipping angle of 65° and a specially shaped body permit ease of loading and complete discharge.

## First Appearance

Making its first appearance in this country is the Nelson 200D tractor shovel exhibited by the Merton Engineering Co., Ltd., Feltham, Middlesex (Stand 118). Of American manufacture, it features a 105 b.h.p. oil engine driving to all four wheels via a torque converter, planetary transmission and transfer gears. A bucket of 21-cu.-yd. capacity is fitted and a maximum discharge height of 9 ft. 6 in. is claimed.

Hydrostatic transmission systems are being fitted to an ever-widening variety of vehicles, and the latest example can be seen on the Winget Challenge 6-cu.-yd. concrete mixer, shown by Winget, Ltd., Rochester, Kent (Stands 62/63).

## On Mixing Drum

An hydrostatic transmission is used to drive the mixing drum and a Lucas IP 1,000 hydraulic pump is incorporated in the system, which gives the driver single-lever control for all functions of charging, mixing, agitating and discharging. The discharge chute is pneumatically controlled.

The Challenge mixer is mounted on an A.E.C. chassis and the drive is taken from the engine crankshaft to the gearbox, and from there to a five-cylinder motor giving a maximum speed of 47 r.p.m. A water meter control system is used, the water being added under pressure. The tank capacity is 220 gal.

## Macclesfield Prosper

THE importance of customers being willing to testify in the traffic courts to the need for greater capacity was stressed by Mr. F. C. Jackson, chairman of Macclesfield Transport, Ltd., at the company's 15th annual dinner.

Their group traffic for the first 10 months of 1960 showed an increase of over 20 per cent. but business had been turned away because licensed vehicles were not available.



The Winget Challenge 6-cu.-yd. concrete mixer has hydrostatic transmission.

## LICENCE REVOKED

A licensee, Mr. Harold Fitzhugh, of Spondon, Derbyshire, had his licence revoked when he failed to appear at a public inquiry before the East Midland Licensing Authority, Mr. C. R. Hodgson, at Nottingham. The inquiry was held on the ground that Fitzhugh had, for the purposes of his application for a B licence, and a variation thereof, made a false statement.

Mr. H. Hayter, for the Licensing Authority, said that at Nottingham in September, Fitzhugh was fined £15 on three offences of unlawfully making a false statement to obtain the renewal or variation of the licence.

## TO CZECHOSLOVAKIA BY ROAD

FOUR precision grinding machines weighing 4½ tons each started a 1,000-mile journey by road from Broadheath, Manchester, to Brno, Czechoslovakia, on Monday. They are the first of a consignment of 22 machines and they travelled on two British Road Services trailers, crossing the Channel from Tilbury to Antwerp on the drive-on-drive-off vessel "Bardic Ferry."

## Torque Converter Applications

"CLEAR justification for the application of a torque converter must be found not only from the point of view of initial cost but also from that of fuel economy and control." This opinion was expressed by Mr. R. G. Hill, of the British Twin Disc Co., Ltd., in his paper entitled "The Practical Application of Torque Converters," presented to the Diesel Engineers and Users Association in London yesterday. Mr. Hill pointed out that a careful analysis of the work cycle of the vehicle in question was of prime importance also.

The author gave a general guide as to the types of applications to wheeled vehicles where it would seem that a torque converter was justified. These included vehicles having short or rapidly recurring duty cycles where the torque-multiplication and acceleration characteristics of the converter could reduce gear changing and consequently the time cycle; vehicles operating under severe conditions where shock loading on the transmission would result in poor service life; vehicles having specialized duties where the wheels are stalled under load at some point in the working cycle; vehicles having one power source which carries out two distinctly separate

duties; and vehicles working with rapidly varying transmission loadings.

Examples of these types of wheeled vehicle include fork-lift trucks, heavy dump trucks, tractor shovels, hydraulic loading shovels and road graders.

Thus it would appear from Mr. Hill's paper that whilst the wide variety of industrial vehicles, including earth-moving and special types, manufactured today provided a number of interesting applications for torque-converter drives, at the same time they provided an equally wide field for disappointment.

As the author made no direct reference to normal road-haulage vehicles it can be assumed that this type of transport provides one of the disappointments.

## MOBILE SPARES STORES

TWO further mobile spares stores have been placed in service by Ford and Slater, Ltd., Leicester. Both are based on Leyland Comet CS3.3R chassis, with bodies built by Marshall's Motor Bodies, Ltd., Cambridge. The new vehicles will join a Comet which has been operating on this type of work for over a year, and will cover Albion, Leyland and Scammell operators in Northamptonshire, South Warwickshire, and parts of Bedfordshire, Buckinghamshire and Oxfordshire.

# Commissioners Reserve Their Decision on South Wales Fares

THE South Wales Traffic Commissioners reserved their decision at the close of the big fares inquiry (*The Commercial Motor*, last week). Mr. F. E. Price, a chartered accountant, was the only witness for the local authorities. He pointed out that the results of Western Welsh for the year ending March, 1960, were £23,000 higher than had been forecast at the November, 1959, fares application hearing.

Following an appeal decision by the Minister of Transport, the Commissioners were considering the fares schedules of Western Welsh Omnibus Co., Ltd., and South Wales Transport Co., Ltd.

### Local Authorities' Case

Included in this, he claimed, was £10,300 due to the grant made at the 1959 hearing, which was the amount which the Minister considered was in excess of the company's needs. In a full year the grant should have produced £58,450.

The company had made two estimates, he added, in connection with the grant made in July, 1960. At the hearing, its gross revenue for the current year was estimated at £2,678,600 whereas now the company thought that the figure would not exceed £2,623,500. If, in fact, the expected decline of £55,100 did not occur, the yield on the capital invested in the company would be 10.23 per cent. The company thought that the anomalies which the Commissioners' proposals would introduce would cause a loss of £16,341, but Mr. Price considered that these anomalies could be ironed out so as to make a loss of not more than £1,825 under this heading.

### South Wales Transport

Mr. Price criticized the figures put in for South Wales Transport, because they excluded for the year ending December, 1959, a sum of £5,984 received from investments and £8,351 received as a refund from the rating authority. If these figures were included a return of 7.4 per cent. on the capital employed would be shown instead of the 6.63 per cent. stated by the company.

If fares were reduced as the Commissioners proposed, the anomalies ironed out and passenger attraction allowed for, the return on capital employed would be 6.83 per cent.

In reply to Mr. E. S. Fay, Q.C., for the companies, Mr. Price developed a point he made about comparisons with 1938 and pointed out that the Central Statistical Office had thought it advisable to make a completely new index in 1948 because of changed circumstances. He thought it dangerous to rely on the index at all.

Having said that the duty of the court was to decide the fares to be charged and not what profit was to be made, Mr. Price

nevertheless agreed that a yardstick was helpful and suggested that the companies should have the return they had had in the past.

Mr. Alun Davies, in summing up for the local authorities, again contended that fresh evidence ought not to have been heard. The Commissioners had gone beyond the proper ambit of the inquiry: the legal point would have to be determined whether the proceedings were outside the terms of the Minister's order and whether the evidence given was admissible.

He was strongly critical of the companies' estimating, which had led to substantial differences between estimates and results, differences biased in favour of the companies.

Mr. Davies again referred to the high single fares, compared with companies in other parts of the country, and countered the chairman's point that concessions were more favourable in South Wales by saying that South Wales Transport had analysed all the additional revenue

they expected as £34,000 from single fares, £28,000 from returns, £3,000 from weeklies and £5,000 from seasons.

He wondered what should be done about the £80,000 which the companies had "wrongly" charged. Perhaps some additional reduction could be made for five or six months.

Mr. Fay, summing up for Western Welsh and South Wales Transport, strongly rebutted the innuendos of Mr. Davies. His clients' estimates were honest ones carefully prepared. The Minister had not said that the product of the 1959 grant was too high, but that the companies had not proved their case. The Commissioners had to consider whether the existing fares were not unreasonable, what was the present financial outlook of the companies, did their returns show a profit ratio which was not unreasonable, and what was the profit likely to be on present fares? To take 1948 as a basic year was of no use whatever since, at that time, our economy was in a state of disorder, as Mr. Price had said.



Photographed on a day excursion to the pilgrimage church of Mariastein this Dennis coach is one of the few vehicles of that make operated in Switzerland. Bodywork by Gangloff, of Berne, is fitted to the 26-seat vehicle which is Perkins-engined. The coach is owned by Autocars Boni, of La Chaux-de-Fonds, operators also of the larger Berna coach seen in the background.

### Ceylon Transport Board Orders British Buses

AN order for 439 passenger chassis worth £750,000 has been placed with Leyland Motors, Ltd., by Ceylon Transport Board. The contract has been won in the face of severe German and Japanese competition and will bring the number of Leyland buses in operation with this concern up to nearly 1,400. In addition to the order for chassis, a quantity of Leyland O.350 oil engines has been ordered to replace the original power units in other makes of vehicle.

The buses ordered consist of 239

Comet 16-ft. 11-in.-wheelbase chassis, 140 Comet 13-ft. 7-in.-wheelbase chassis and 60 Comet 14-ft. 8-in.-wheelbase models. All the vehicles will have five-speed gearboxes, single-speed rear axles and vacuum-assisted hydraulic braking.

### CASE FOR HIGHER FARES

WEST HARTLEPOOL Corporation has decided to apply for higher fares on the inter-town service with the neighbouring town of Hartlepool. Some members of the Council said the matter should be deferred.

## Front-engine Worldmaster in Africa

A SPECIAL Leyland Royal Tiger Worldmaster luxury coach has been placed in service by Express Motorways Africa (East), Ltd., Nairobi, a subsidiary of the African Transport Co., Ltd. The vehicle is operating the first luxury coach service between Nairobi and Salisbury and covers 1,800 miles in five days, with four overnight stops.

The chassis has been converted from standard by removing the power unit from its normal horizontal position amidships to the front of the frame, where

it is installed vertically. By so doing the rear-axle loading has been reduced, enabling single tyre equipment to be fitted to all wheels.

The all-metal body was built by the operator, and is equipped with aircraft-type adjustable reclining seats, toilet facilities, a radio and a refrigerator. Coffee and light refreshments are served during the journey and the fares are £33 14s. single and £55 10s. return. There is a free baggage allowance of 100 lb. per passenger.



A rear-engined 26-seat coach of integral construction built by Gangloff, of Colmar, France. The vehicle is powered by a Perkins P6 engine driving through a UNIC transmission.

### FARES AND WAGES

PRESenting road safety awards at Keswick to employees of Cumberland Motor Services, of Whitehaven, the chairman of the Northern Traffic Commissioners, Mr. J. A. T. Hanlon, spoke about fares increases and wage awards. "All over this traffic area," he said, "we have had applications from companies, large and small, for an increase in their fares. No company likes to have to increase its fares but the reason for recent applications has been clear—wage awards for conductors and drivers."

In every case where there had been a public inquiry for a fares increase, he went on, the Traffic Commissioners thought it right to say that the drivers and conductors should have not only adequate wages but as good working conditions as possible.

### CURBING HOOLIGANISM

DRIVERS and conductors of Liverpool Corporation Transport Department have been authorized by the general manager, Mr. W. M. Hall, to take any necessary steps to curb hooliganism on the undertaking's vehicles.

Recommended measures are: to ignore bus stops where obvious trouble-makers are waiting to board; to stop a bus indefinitely when difficult passengers refuse to leave; and, if necessary, to take a bus out of service.

### SEA-FRONT BAN LIFTED

FOLLOWING angry protests from coach operators all over the country, Weston-super-Mare Council has decided to throw out a previous recommendation that coaches be banned from the big Melrose car park on the sea front.

## Municipal Opportunities

**YORK** Streets and Buildings Committee is recommended to order one heavy-duty road sweeper and collector vehicle from the Yorkshire Patent Steam Wagon Co., of Leeds, at a cost of £3,075. It is also to order two refuse collection vehicles from Shovelock and Drewry, Ltd., at a price of £3,392 each.

**Douglas (Lo.M.)** Corporation is to buy a Karrier Bantam refuse collection vehicle of 10-12-cu.-yd. capacity, at a cost of £1,730.

**South Shields** Education Committee has accepted the tender of Selwood Garages, Ltd., to supply a Thames 15-cwt. van for use by the School Meals Service, at a cost of £891.

**Rochdale** Corporation is recommended to approve the purchase of a Bedford/Lauree sweeper vehicle at an estimated cost of £2,500.

**Worcester** City Council is recommended to accept the tender of Shovelock and Drewry, Ltd., for the supply of two 16-18-cu.-yd. capacity fore and aft tipping refuse collection vehicles with diesel engines and air-operated hydraulic shutters, at a price of £3,088 each.

**Cardiff** Watch Committee is to buy a Bedford "Workbus" to replace an Austin A40 van, for the use of the Fire Service. The Transport Committee has accepted the tender of A.E.C. (Sales), Ltd., for the supply of 10 2D 3RV Regent Mark V bus chassis at a cost of £2,583 each, and the tender of Leyland Motors, Ltd., for the supply of five Titan P.D.2/30 bus chassis at a cost of £2,340 each. The tender has been accepted of East Lancashire Coach Builders, Ltd., for the supply of 10 63-seater bodies at a cost of £2,759 each, and the tender of Metropolitan-Cammell-Weymann, Ltd., for five 64-seater bodies at £2,644 each.

### Injunction was 'Unreasonable'

THE injunction restraining Mr. Albert S. Dowding from working in any capacity in a coach business within an area of 1,564 square miles of Burwash, Sussex, for three years was described by three judges in the Court of Appeal on Monday as harsh and unreasonable. The court allowed an appeal by Mr. Dowding, of Susan Road, Eastbourne, from an order granting an injunction to Mr. E. Waterhouse and Mr. D. A. Waterhouse, trading as Waterhouse Coaches of Burwash. Mr. Dowding was formerly an employee of the Waterhouse Coaches company.

Mr. Dowding was sent to prison on August 23 for breach of the injunction in regard to a coach business at Eastbourne of which he was managing director. He was released on September 13 and gave an undertaking that he would not enter the Eastbourne area. Since then he had not been able to return to his wife and family.

### BUS ORDERS FOR LEYLAND

**BOLTON** Transport Department has ordered 17 Leyland Titan PD3.2 double-deck buses valued at nearly £60,000. Nine are to have bodywork by East Lancashire Coach Builders, Ltd., and eight will have M.C.W. bodies.

A further 12 Atlantean rear-engined bus chassis have been ordered by Ribble Motor Services, Ltd., and these will have O.680 150-b.h.p. oil engines and leaf-air front suspension. They will form the basis of Gay Hostess double-deck coaches to be operated by W. C. Standerwick, Ltd.

Leicester City Transport has ordered five Titan PD3.1 double-deck bus chassis. These will have O.600 125-b.h.p. oil engines, synchromesh gearboxes, air brakes and Frankmann Lubrimatic automatic sump-topping-up equipment. The chassis ordered are 30-ft. long.

### Northamptonshire County Council Fire Brigade Committee has decided to buy a new water tender vehicle next year at a cost of £4,000.

**Leamington Spa** Corporation Housing Manager has been instructed to purchase an Austin 15-cwt. van at an approximate cost of £600.

**Walsall** Health Committee has accepted the tender of the Aintree Garage and Trading Co., Ltd., amounting to £2,240 for the supply of a Dennis AV1 ambulance.

**Westminster** City Council has accepted a quotation of Rootes, Ltd., for the supply of a diesel Karrier Bantam tractor with full crew cab, for the sum of £1,211.

**Accrington** Transport Committee recommends the invitation of tenders for the supply of a new 30-cwt. diesel van.

**Redditch** Library Committee recommends the purchase of a suitable strengthened caravan for use as a mobile library from Eccles (Birmingham), Ltd.

**Ipswich** Corporation Paving and Lighting Committee recommends acceptance of the tender of Messrs. Glover, Webb and Liversidge, Ltd., for the supply of two salvage trailers at a price of £190 10s. for each trailer. The committee recommends acceptance of the tender of McNamara Motors, Ltd., for the supply of a Karrier Yorkshire 7-ton 1,200-gal. combined gully and cesspool emptier at a price of £3,557. The health committee has accepted the tender of Lock and Stagg, Ltd., for the supply of a Morris 20-cwt. chassis with a Wadham structural plastic ambulance body, for the sum of £1,558.

# Good Relations Essential to Fleet Efficiency

**A** COMPREHENSIVE review of drivers' relations with senior staff and of vehicle features that promote operational efficiency was given in Birmingham last week by Mr. R. P. Block, managing director of Blox Services, Ltd., at a one-day course held by the Industrial Welfare Society, 48 Bryanston Square, London, W.1, for managers of transport, dispatch and personnel departments of companies operating delivery vans. Mr. Block read a paper on "Overcoming Practical Difficulties," which followed one by Mr. E. W. Bowling, education and welfare officer of United Dairies, Ltd., on "Driver—and Ambassador." Later, Mr. Block and Mr. Bowling gave a joint talk on "Building up an Efficient Team."

## Re-employment Tests

Referring to his company's fleet of contract vehicles, Mr. Block said that great importance was attached to the concern's practice of arranging pre-employment tests of drivers by the British School of Motoring, which was followed by an interview by the transport manager and personnel manager to ascertain the applicant's fitness as a driver and as a salesman. Details were obtained of the driver's transport experience, types of vehicle that he had handled, family background and so on. All new drivers were issued with a booklet giving conditions of employment in detail, which obviated acquisition of incorrect information from other drivers.

Everything was done, said Mr. Block, to foster good relations between the transport manager and drivers, which could only be created if there were close accord between the transport manager and executives of the company. The transport manager should advise the board regarding the most suitable types of vehicle for the traffic carried. Advice of drivers should be sought by the transport manager on desirable vehicle features before purchase, particularly in relation to changes in route and traffic conditions.

## Cost of Breakdowns

Operational features should be fully explained to the drivers, including the cost of breakdowns and precautions that should be taken to prevent theft. It was essential that the driver should have complete confidence in those responsible for securing the load of his vehicle as he was legally responsible for ensuring that it was a safe load. Apart from refuelling, greasing, washing and so on, a driver should not be responsible for servicing his vehicle or rectifying defects. As far as possible he should spend his time driving, rather than handling loads at termini, to which end the use of semi-trailers and of mechanical-handling aids

at the depot should be thoroughly exploited. Unloading could be facilitated by such means as fitting floor rollers and by carrying a light hand-trolley in the vehicle to transfer pallets to a tailboard lift of the detachable type equipped with wheels. This could be used to move the load into the depot or customers' premises.

Having to make up to 40 drops a day, the driver should be provided with an easy-access cab, and obstructions in the centre of the cab caused by handbrake and gear-change levers should be eliminated. In many cases it was advantageous to fit a sliding door on the driver's side only. Fully adjustable seats should be employed. If the carriage of passengers was not authorized, no passenger seats should be fitted. Other favourable features included access between the cab and the van compartment and quarter doors at the rear in place of the full-width type of roller shutters.

Many transport managers operated forward-control vehicles for non-bulky traffic that could best be carried by normal-control vehicles, the cabs of which generally offered an easier access. Because of traffic congestion in towns, the use of vehicles smaller than the normal 5-6-ton type might be worth considering in the interests of achieving worth-while operating economy.

## "Indefinite Overtime"

After observing that drivers take advantage of "indefinite overtime," Mr. Block said that in his company a driver's total working week was predetermined according to route and average conditions, and no overtime was allowed in excess of this total unless severe conditions such as icy roads or fog prevailed.

A bonus system could be applied in place of paying overtime rates. In the case of some beer deliveries, for example, his company set a target of the number of barrels to be handled, and the crew were paid 3s. per barrel if they handled a greater number than that specified, the collection of empties also being included in the scheme.

The work previously performed in a 50-hr. week was now completed in less than 42 hours. On average the working day ended at 4 p.m., which represented a saving of two hours on the normal full day. This time could, if necessary, be employed to increase the work performed by the vehicle in place of adding extra vehicles to the fleet, to the benefit of both the crew and the company.

After mentioning an accident-free bonus scheme, Mr. Block outlined details of a fuel-consumption bonus based on a three-month period. If the vehicle consumed less fuel than the target m.p.g., the driver was paid a bonus of 1d. to 4d.

per mile. For example, if he were paid 1d. for a consumption of 18 m.p.g., the rate would be increased to 1½d. for 19 m.p.g. and 4d. for a consumption of better than 19 m.p.g.

## Initiation Course

Driving tests for drivers and delivery men were cited as essential by Mr. Bowling, who described the company's three-week initiation course in driving and book-keeping. Mr. Bowling also mentioned the value of the information obtained by drivers during a one-day course after three to four months' employment, during which instruction was given regarding the food value of the company's products. The course was ended with an address by the managing director.

The driver could, and should, be a living advertisement of the company. How he acted in public, his manner of speaking and his appearance were all-important factors. Overalls were supplied free of charge and uniforms were obtainable in accordance with an assisted-purchase scheme, by which half the cost was paid by the company and the remainder deducted from the employee's wages at the rate of 2s. 6d. per week.

A mechanical system of book-keeping was being introduced to simplify paperwork as far as possible. One of the most common causes of drivers leaving the company was objection to the amount of paperwork involved.

In answer to a question during the discussion, Mr. Block said that the police practice of checking a vehicle's known whereabouts on a certain day against log-book entries (in co-operation with a Ministry of Transport examiner) was on the increase. If the company's records did not accord with police observations the log books of the entire fleet were checked for any discrepancies.

## M.p.g. Scheme Advisable?

The advisability of employing an m.p.g. bonus scheme was challenged by Mr. G. Nabb, assistant transport manager of Joseph Lucas (Electrical), Ltd., who suggested that such a scheme could encourage drivers to adopt the dangerous practice of coasting in neutral.

In reply, Mr. Block said that regular checks were made of his company's vehicles to ascertain brake-lining wear and so on, which would be excessive if coasting were regularly practised. Action would then be taken to prevent its recurrence.

Variations in fuel consumption caused by mechanical faults were very small. If the monthly record showed that consumption were more than 12 gallons in excess of the average, the vehicle was withdrawn from service for a thorough examination of the power unit.

Letters to the Editor

# Renewal of Certificates of Fitness

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IN his reply to my letter of October 21, Mr. F. A. Walker has very much misunderstood the reason for our criticism of the p.s.v. examiners in this traffic area. While there is no doubt that Mr. Walker is a very efficient secretary, I can only think that he is not too conversant with the practical side of certification, for I can assure him that we are not in any way attempting to lower the present high standards.

We are, in the main, objecting only to the particular method that the new examiners are endeavouring to put over on us in order to prove a certain point that all previous examiners have been able to do in a much easier and simpler manner. So far as I can ascertain no other area has so far requested this from operators, when they put their coaches up for re-certification, so you will see we are definitely not attempting to reduce the previous standards of certification.

I was rather surprised to read Mr. Walker's remarks that I was unfair and open to attacks from other operators, particularly in view of the good attendance at the Oxford meeting. From the remarks made there it was quite apparent that most of the operators present were objecting to the particular point in question. Furthermore, as I told him at the time, I have received several letters from operators in other parts of this area who are similarly dissatisfied.

I can assure Mr. Walker I have no wish to be unfair to anyone. In fact the main object of my previous letter was to prove to Mr. Walker in particular that it was not only one or two operators in this little corner of the area who were complaining about this.

Henley-on-Thames.

A. G. SPIERS,

Director,

A. G. and K. M. Spiers, Ltd.  
(Butler's Luxury Coaches).

## Operator Replies to Mr. Walker

I FEEL I must make a few remarks regarding the statements made by Mr. F. A. Walker (*The Commercial Motor*, November 4) when he criticized Mr. A. G. Spiers' complaints about the removal of parts for body framing inspection prior to a Certificate of Fitness examination.

The complaints made by Mr. Spiers were also the complaints of all operators in the East Midland Area who were present at the meeting held at Oxford on October 26. Every speaker I heard there agreed with Mr. Spiers and when Mr. Spiers produced evidence to prove his point Mr. F. A. Walker almost ignored him.

No operator is questioning the standard of fitness required, but how can operators co-operate with examiners who insist on such things as the removal of inside panels and mouldings just to satisfy themselves about damp or rot of woodwork? This applies to every vehicle irrespective of make or age when it is put up for Certificate of Fitness examination. It does not appear to be necessary in other Licensing Areas—only the East Midland Area. Why?

Common sense and a true realization by certifying

officers and examiners of the high cost of vehicle preparation and lost earnings would do much to improve the feelings of the operators in our area.

Marlow, Bucks.

L. A. TAYLOR,

Taylor's Transport (Marlow), Ltd.

## Third-axle Conversions

IT has been interesting to read the recent correspondence on third-axle conversions of 7-tonners. Mr. C. W. Boucher's letter (*The Commercial Motor*, November 4), giving a driver's point of view, came as rather a surprise to me, however, and from my own layman's observations I would disagree with a lot that he says.

My own observations are based on the fact that I live just off the A38 opposite a moderate gradient. It seems to me that a third-axle conversion's hill-climbing ability depends on its initial impetus on approach. On the flat these vehicles can reach 50 m.p.h. and when unladen overtake not only lorries but cars as well. But this is due not so much to the b.h.p. rating, as Mr. Boucher seems to suggest, but rather to the relatively high-governed engine speed coupled with a multiplicity of gears.

The "old slogger" type of engine which I think was referred to has been traditionally governed to 1,700 r.p.m., whereas many smaller units of 5- to 7-litres are governed as high as 2,500 r.p.m. and one or two even faster than this. Accordingly our third-axle conversion has an impressive turn of speed but, alas, a hill and full load begin to tell.

Where I live the gradient produces a constant roaring of double-declutching with intermediate "snicks" from the two-speed axle. Drivers of these conversions seem to change down at about 1,500 r.p.m., hardly using the torque range of their engine and often holding up a "slogger" happily ticking over at 1,000 r.p.m. in third while they are blasting away at 2,600 r.p.m. in second low.

In my opinion b.h.p. figures are not as significant as torque figures in commercial vehicle engines and for this reason if I were a driver balked on a hill with 25 tons of deadweight I would rather have a 10-litre 125 b.h.p. engine than a 6-litre 125 b.h.p. engine under the cowl.

Severn Stoke, Worcs.

MINIMOG.

## Queue For Small Vans

I SHOULD like to emphasize the problems which R. N. Blachford (*The Commercial Motor*, November 4) has encountered in obtaining a small van. When the Austin 7 was first announced I placed an order for one and was told delivery was 6 to 8 weeks. After 8 to 9 weeks I was informed that delivery would be a further 6 to 8 weeks.

This order was cancelled and I ordered a Ford Thames 7-cwt. van which I was informed by a reputable agency could be obtained "near immediate." I have just taken delivery of this vehicle three months later.

Gloucester.

M. J. AYLAND.

b31



# B.R.S. for the

**Midlands Network is Aimed to Integrate Vehicle Production**

By P. A. C. Brockington,  
A.M.I.Mech.E.

(Left) A transporter from Longbridge, at railway sidings, about to discharge a load onto rail wagons. (Below) A Commer, loaded with cases of spares, about to leave for the docks.



(Below) An articulated unit at the Austin Longbridge works.



(Left) A Douglas Tugmaster is used to move trailers within the Standard works.



**This article is the first in a series of two, the second article of which deals with similar B.R.S. activities in the Oxford area.**

SENIOR staff of British Road Services' Birmingham District claim that close liaison with leading vehicle manufacturers has benefited transport efficiency and expansion of the industry in a way that is unmatched by any other transport project. This particularly applies to the major producers in the area, the British Motor Corporation, with whom joint planning has been an essential feature of co-operative action over the years.

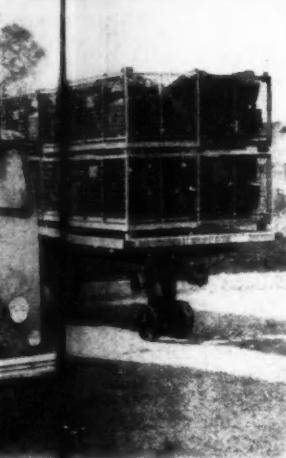
The layout of dispatch bays, the design of pallets and the provision of suitable cases for C.K.D. parts are a few of the many aspects of transport organization that have been the subjects of joint consultation, to the mutual benefit to the vehicle manufacturer and the operator. On the more routine side, detailed problems relating to schedules, delivery times and so on are constantly under review to ensure that deliveries are strictly co-ordinated with production requirements, and empty running is reduced to the minimum. Operation of various production lines of B.M.C., Ford, Vauxhall and Standard depends on the arrival of parts at a stipulated time, with a latitude measured in minutes rather than hours.

Road transport for the motor industry represents more than 25 per cent. of the total of traffic at the 10 B.R.S. depots in the district and is mainly covered by operations

# The Motor Industry



(Above) Rail movement is used, and this transporter is about to discharge its load.



at the Bromford and Cheapside depots in Birmingham and the depots in Redditch and Wolverhampton. Special fleets are allocated to regular services, but the availability of additional vehicles in the general haulage fleet is a valuable aid to flexibility.

On some runs the use of semi-trailers is all-important to efficiency, but on other routes rigid vehicles are the most suitable type. In every case, the size of the vehicles in a particular fleet is matched to traffic requirements, whilst smaller vehicles are employed for rush services to meet last-minute emergencies on particular routes.

Round-the-clock working at Bromford depot covers a wide variety of operations, day drivers and night drivers being divided into individual categories in the interests of efficient organization. Regular services include the collection of goods during the day from up to 100 suppliers and reassembly of components at the depot for nightly trunk runs to London, Oxford, Luton and other centres for the British Motor Corporation and the Ford and Vauxhall companies.

Regrouping of C.K.D. components is performed at the depot and temporary storage is provided pending dispatch by trunk vehicle to centres in this country or to ports in London or Liverpool. In co-operation with the Coventry branch fleet, Bromford vehicles are used also for the delivery of rear body panels from Birmingham to Standard's Canley works and for the carriage of components from the Forward Radiator Co. to the Standard factory at Tile Hill. Collections may be made from more than 3,000 suppliers in the Birmingham area during a year.

Completed farm tractors produced by the tractor and transmission branch of Morris Motors, Ltd., are temporarily stored at the depot for later dispatch to a destination at home or overseas, and axles and transmission parts are conveyed from the same works to the B.M.C. packing depot at Chipping Warden. This service also includes the carriage of axles to Cowley.



A mobile crane is used at Bromford Lane depot, for handling mixed loads.

C.K.D. components are collected from the Austin works at Longbridge and from various other sites, and the cases are assembled at the depot, according to detailed instructions of the makers, in readiness for dispatch. Short notice is often given of a vessel's arrival at the docks, and the capacity of the 12 semi-trailer outfits regularly engaged in the export service is frequently augmented at the last minute by vehicles drawn from the general haulage fleet.

At the smaller Cheapside depot the traffic is concentrated on deliveries to the Ford Dagenham works and to the Vauxhall Luton factory. An unloading deck of 12,000 sq. ft. is provided for the transhipment of the goods, some of the components handled being conveyed to the depot by suppliers' vehicles. In an emergency the intake of goods can continue up to 10 p.m., so that parts produced up to 6 p.m. can be delivered to the works for the production shift next morning. A colour code is employed for components destined for Vauxhall factories to ensure that each consignment is dispatched to the correct department of the company.

All the goods to the Dagenham works are carried on maximum-load eight-wheelers, which are back-loaded with pig iron and steel billets for delivery to drop forgers in the Midlands next day. Of the 16 maximum-load eight-wheelers continuously engaged in the Dagenham traffic, eight are based in Birmingham and eight at Dagenham.

At the Birmingham end of the run the vehicles are initially employed to transport the pig iron and steel billets to the drop-forging companies. Later in the day collections are made in co-operation with 50 or more traders' vehicles from up to 150 suppliers (out of a total of about 550) for return runs to the Cheapside depot, where the goods are reassembled for the trunk runs to the 14 dispersal points of the Dagenham factory. Trunk lorries leave at 10.30 p.m. and are driven to the B.R.S. Tower Bridge depot, where they are taken over by shunters. Vehicles operate to a critical schedule, because goods from the suppliers are required for production lines the following day.

Drivers of vehicles transporting pig iron and billets on the run from Dagenham to Cheapside change with the drivers of outgoing vehicles at a stipulated point on the

route. Deliveries to the Ford plants must be made before 6.30 a.m.

Because back-loads are not available at the Vauxhall factory, semi-trailer outfits are used exclusively for the traffic to enable a "three-leg" transport system to be operated. An empty semi-trailer is picked up at Luton and is taken to the Stewartby brickyard of the London Brick Co., Ltd., a distance of 18 miles, where it is exchanged with a semi-trailer loaded with bricks for the return trip to the Cheapside depot. A B.R.S. shunting driver is permanently employed in the brickyard to handle the semi-trailers and to ensure that the visiting tractor is not delayed.

An emergency service at Cheapside is provided by three 6-7-tonners, without which it would be impossible to make provision for unexpected production delays and last-minute deficiencies at the works.

## 24-hour Service

At Redditch depot, a 24-hour service is provided for the carriage of engines from the Austin Longbridge works to the Cowley production lines. On a typical run, a 10-ton semi-trailer outfit leaves Redditch with a load of 64 palletised engines for Cowley, where the loaded semi-trailer is exchanged for an empty unit which is driven to the Morris radiator works in Oxford.

The tractor is then employed to haul the semi-trailer to Redditch with a load of petrol tanks and silencers mounted on the same pallets. When the outfit reaches Long Compton the driver exchanges tractors with a driver on his way from Redditch with a semi-trailer loaded with engines. After returning to Cowley, the first driver makes the trip to Redditch with an empty semi-trailer.

Having delivered the loaded semi-trailer to Redditch, the second driver picks up a semi-trailer loaded with engines, drives to Cowley and returns to Redditch with an empty semi-trailer. On average every driver completes 1½ trips in a 10-hour day.

## Speeding Semi-trailers

Shunters are provided at the Redditch and Austin sites. Dispatch bays at Cowley are designed to facilitate the movement of semi-trailers and it is notable that, in the opinion of B.R.S. staff, double the number of vehicles would be required if rigid vehicles were used for the traffic. The pallets are designed to accommodate a load of engines, or of tanks and silencers, making the best possible use of space.

About 700 completed cars destined for home and export markets are dispatched weekly from the King's Norton railhead, and Redditch staff are responsible for organizing and loading them. All the cars are later carried on B.R.S. transporters. Facilities are available for handling 1,500 rail-borne cars in a week.

A night service to the Vauxhall Luton works and a daily service to the Vauxhall Dunstable factory are operated from the Wolverhampton depot. Other traffic from this centre includes the regular service from the Sankey Bilston works to Longbridge for the transport of Austin Seven sub-frames. In this case a 10-ton trailer outfit can be employed to carry sub-frames sufficient for 350 cars.

About 25 maximum-load eight-wheelers, mainly of Bristol manufacture, are employed for the Ford traffic, whilst 19 tractors and 44 semi-trailers (equipped with fifth-wheel couplings) are regularly engaged for the Vauxhall and Standard traffic. The fleet employed for B.M.C. traffic numbers 13 tractors, and 33 Scammell 10-ton semi-

trailers (with Scammell couplings) are used for the C.K.D. traffic, the tractors being mainly Leyland Comets. There are 11 shunting vehicles in the depot, makes including Albion, B.M.C. and Seddon. All these are 6-7-ton rigid lorries.

Mechanical handling equipment at the various depots includes three Coles and two Morris mobile cranes, an overhead gantry crane at Bromford and a Coventry-Climax fork-lift truck at Cheapside. Pallet loading is regarded as a highly technical operation when applied to certain types of mixed traffic, which will prove economic only if it is planned with due recognition of the complexities involved. The special B.M.C. pallets for engines and petrol tanks measure 6 ft. by 3 ft. 2 in., which allows optimum use to be made of vehicle platform space.

Trunk vehicles on the London route normally run on M1, on which the B.R.S. prescribed maximum speed is 40 m.p.h. Records indicate that running costs are not materially affected by operation on the motorway.

As mentioned in the article, "Feeding Production Lines by Road Transport," published in the August 19 issue of *The Commercial Motor*, the staff of B.R.S. Coventry branch are responsible for supervising the operation of 22 tractors and some 90 10-ton semi-trailers to provide a service for the collection and delivery of body parts for the Triumph Herald car. Traffic for the five suppliers' centres at Liverpool, Wellington, Swindon, Birmingham and Coventry amounts to about 600 tons in 24 hours and an average daily tonnage per tractor of about 27.

## Only Example

This traffic, it is considered, represents the only example of its kind of close liaison between manufacturers and transport suppliers during the planning stage of the product. Before the first prototype of the Herald was produced, transport requirements had been assessed in exact detail, and the high standard of efficiency now achieved can be measured in the throughput of the quoted tonnage with the minimum space requirements, as well as the clockwork operation of the vehicles. Of the total Herald body fleet, six tractors and 27 semi-trailers are directly operated by the Coventry branch.

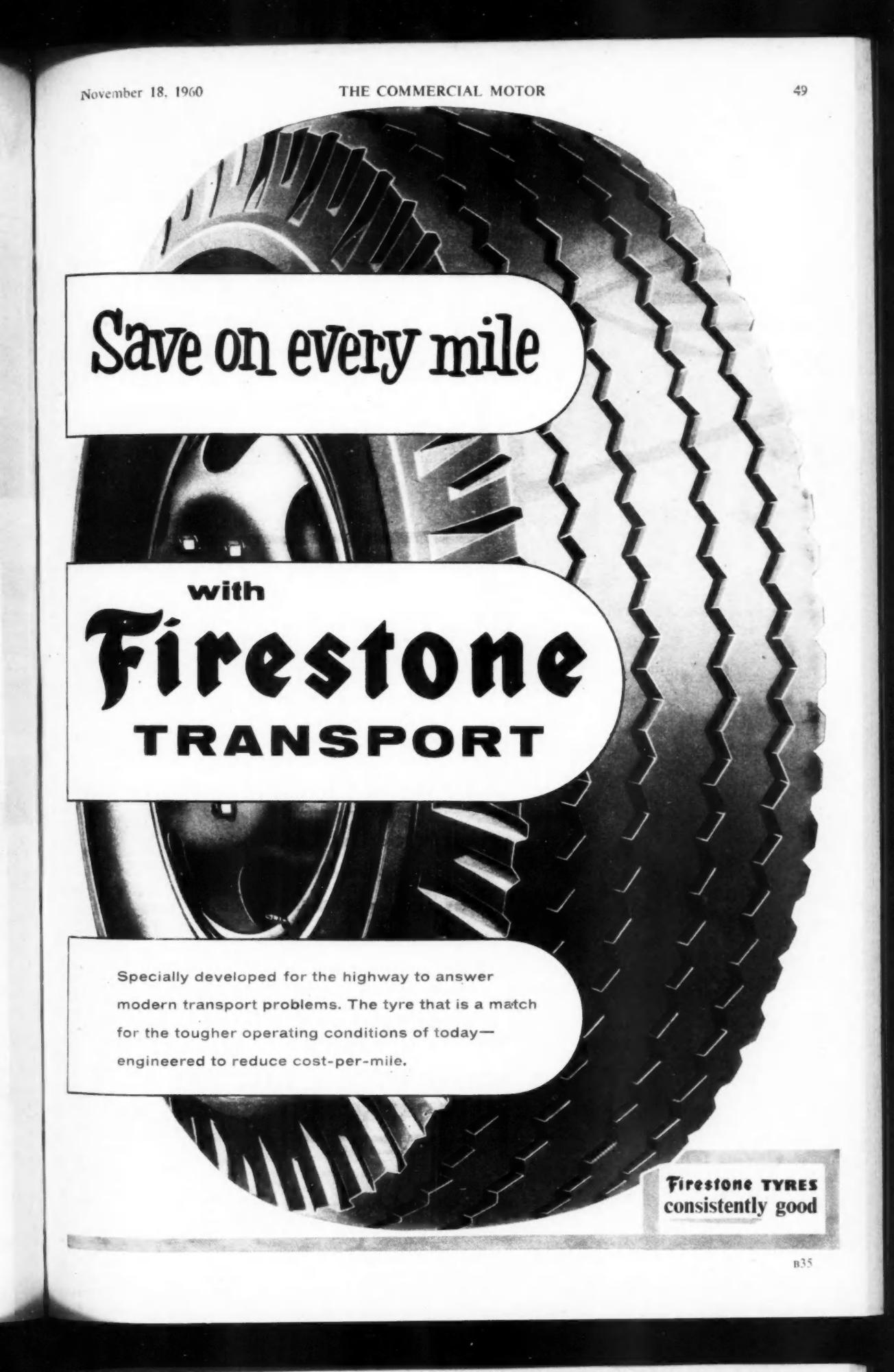
Up to 16,000 tons are handled in a typical four-week period by the two Coventry depots at Quinton Road and Rowley Road. At the Leamington Spa depot, about 75 per cent. represents materials and goods carried for the motor industry. Whilst a large proportion of the traffic is associated with export, some of the regular runs provide feeder services to vehicle production lines. Cased components for export cover hundreds of package sizes, and this results in many transport and warehousing problems.

## Port Traffic

Portwise traffic is mainly to London, but goods are also transported to docks in Liverpool and Southampton. Warehouse accommodation is provided at the Quinton depot for the Rootes group, but this will later be transferred to a warehouse at the new depot in Rowley Road, covering an area of 2,000 sq. yd., which is partly operative pending completion of office buildings, the new warehouse and a special transit park. It is now employed for the storage of body shells and as a transit site. Routine maintenance is performed at a recently completed workshop.

Back-loads are, in the main, destined for centres in Birmingham and the Black Country, but include stampings from Sheffield, springs from Leeds and tyres from Brentford for the Ford or Rootes factories. On average, return

(Continued on page 583)



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loads represent about 70-80 per cent. of the vehicle's rated capacity.

Apart from traffic originating and terminating in the area, the Quinton Road and Rowley Road premises are used as connecting bases, notably for B.R.S. trunk vehicles on the Carlisle-Covent Garden route, and as a change-over point for drivers.

Twenty shunters are employed in the area, and it is notable that, because of increasing traffic congestion, this number is required for work that could have been performed by 14 drivers five years ago.

Vehicles employed at the Quinton Road depot comprise 31 rigid lorries, eight tractors and 21 semi-trailers having an average carrying capacity of 10 tons. Makes of prime mover include Albion, A.E.C., Commer and Leyland. Some 30-cwt. vans are engaged on collection services and emergency work.

Including 21 Carrimore hydraulically operated double-deck car carriers, 68 semi-trailers (with fifth-wheel couplings) are based at Rowley Road and are used in conjunction with 18 prime movers. The average carrying capacity of the outfits is about 12 tons.

### Feeding Ford

In addition to Quinton Road depot, there is a depot at Leamington which in the main is responsible for feeding the Ford Dagenham works with castings. A fleet of seven Bristol tractors is employed to haul tandem-axle 15-ton semi-trailers, of which there are 23. The remaining vehicles comprise a mixed fleet of 11 tractors, 16 trailers and a number of rigid lorries with an average capacity of 10-12 tons.

London traffic makes up the bulk of the tonnage carried by night trunk vehicles. A day trunk service to London (starting at 2 p.m.) is provided by maximum-load semi-trailer outfits, whilst collections are made with smaller vehicles. Makes of lighter vehicle include A.E.C., Albion, Foden, Leyland, Maudslay and Seddon.

## Production and Exports Rise

**P**RODUCTION of commercial vehicles in the first eight months of this year totalled 292,387, compared with 222,791 for a similar period in 1959—an increase of 69,596. There was also an improvement in exports, 105,295 vehicles being sent overseas between January and August this year, compared with 88,598 in the corresponding period last year.

The output of commercial vehicles in August, however, was only 28,920, the lowest monthly figure of the year. This compares with the previous lowest level set up in February of 33,357. Exports

in August, 12,952 vehicles, were at a better level than 12 months previously when the figure was 9,483. This represents an increase in value of over £21m.

### "As You Like It" Before Tribunal

**T**HE replacement of a draw-bar trailer by a lorry under the grant of an A licence to H. Nuttall and Sons, Ltd., of Heywood, Lancs., was not comparing like with like, submitted Mr. J. R. C. Samuel-Gibson, before the Transport Tribunal in London. He appeared for the British Transport Commission who failed in their appeal against the North Western Deputy Licensing Authority's grant.

"One is a dead vehicle which cannot be moved on its own and the other is a vehicle which is really, and not merely technically, a mobile vehicle," he said.

Mr. D. L. McDonnell, for Nuttall, said there was very little difference in the earning capacity between two vehicles and a vehicle and trailer, and Mr. Nuttall had said they wanted to carry exactly the same traffic as before.

Whereas 12-ton semi-trailers are operated from Quinton Road on routes from centres in the north-west, maximum-load rigid lorries are used for traffic originating in the Newcastle upon Tyne, Leeds and Southampton areas. On some runs the dispatch bays of the main centres are unsuitable for loading large rigid vehicles, and partly for this reason semi-trailers are being increasingly employed in place of the rigid type. Because mainly bulk loads are carried, the matching of the 24-ft. platforms of the semi-trailers with those of maximum-load rigid vehicles in the area is valuable. Semi-trailers are essential to economic operation on Rootes' traffic, two tractors being used in conjunction with 20 semi-trailers. These are handled at the works by B.R.S. shunters.

### Preparing for Export

Up to 800 cases with an average weight of 3-5 cwt. are handled weekly for the Rootes Group at the Quinton Road warehouse in preparation for export. Because of the large variety of cases, great ingenuity must be exercised in stacking the packs in the warehouse and on the vehicle to the best advantage. This is performed by a Coventry-Climax fork-lift truck working in conjunction with an overhead crane.

At the incomplete Rowley Road depot, over 200 body shells for cars produced by the Rootes company are often held in storage pending dispatch to the factory. Transit operations cover up to 60 vehicle arrivals and departures in the day, mainly of articulated outfits. A special bay is provided for the echelon parking of incoming vehicles, a raised concrete strip being used as a wheel-stop. A Rapier mobile crane handled by a Rootes driver moves the shells.

Friendly rivalry is combined with close liaison between B.R.S. and leading private-enterprise hauliers in the area. Both the State undertaking and the private haulier have to cope with the same major problem—how to recruit suitable driving and maintenance staff in face of the high wages paid by the manufacturers.

### NEW COMMERCIAL VEHICLE EXPORTS—AUGUST, 1960

Type	August		January-August	
	No.	Value £	No.	Value £
Goods vehicles, complete and chassis assembled and unassembled	11,598	7,451,264	93,398	59,846,623
Motorbuses and trolleybuses, complete and chassis	573	1,021,632	4,088	7,053,688
Road haulage tractors	45	158,942	414	919,571
Other descriptions, complete and chassis	120	207,835	745	1,556,309
Dumpers and dump trucks	—	270,624	—	3,159,078
Industrial trucks	—	183,186	—	1,779,862
Trailers	616	252,480	6,650	2,312,903
<b>Totals</b>	<b>12,952</b>	<b>9,545,963</b>	<b>105,295</b>	<b>76,628,034</b>

### In Demand

**B**RISTOL'S first multi-storey car park which was opened officially last week has already attracted a rush of motorists, says Wing Commander Harold Quittenden, service manager for Lex Garages, Ltd. This £200,000 "do it yourself" car park is only 210 feet long by 130 feet wide, yet there are 3½ acres of parking area for 550 cars. Charges range from 1s. for two hours to 6s. for 24 hours.

The park was built for Multidek Car Park Developments and is leased to Lex Garages, Ltd. Multidek have similar parks planned for erection in Bath and Leicester.

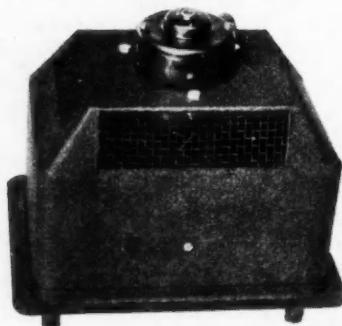
## MAKERS AND TYPES OF HEATING EQUIPMENT

**I**N this day and age, when competition, though closely controlled, is probably tougher than it has ever been in the past 30 years, bus and coach designers must offer convenience and comfort on a par with personal transport. The operator would presumably wish to postpone the evil day when his customers reject him in favour of a family car. It is only by providing a public service cheaper and more convenient than the car that he is likely to have his wish fulfilled.

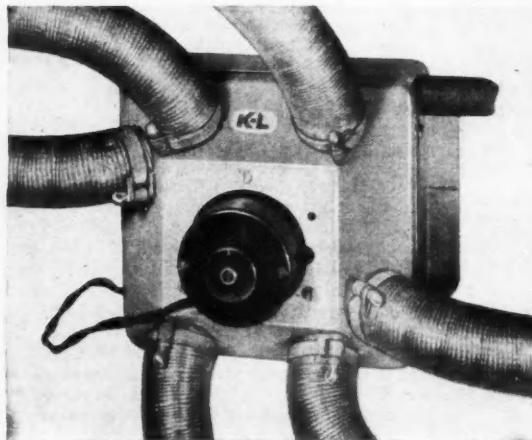
# Blowing HOT and COLD

So far as cost is concerned, the bus and coach operator holds most of the cards. The expense of running a car is by no means confined to the cost of the fuel it uses and the tax and insurance necessary to put it on the road. Motorists who calculate their costs in the manner that an accountant would calculate them have been known to wilt visibly. The fare for a bus-ride of a mile or two is certainly less than the cost of running a car over the same distance.

As to the convenience of the local bus service, that is largely a question of luck, influenced by the number of people who find it useful. In this matter, there may well be justification for personal transport—at a price.

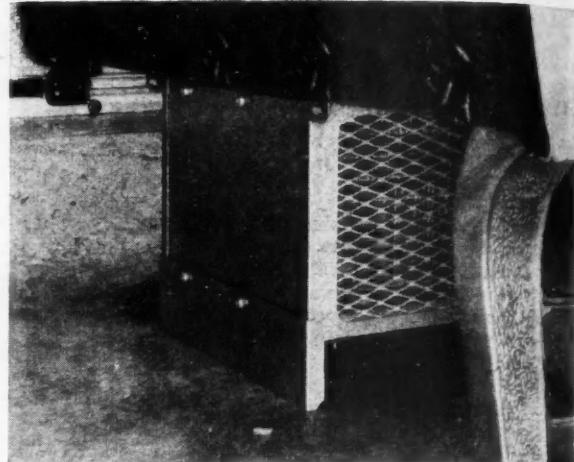


(Above) The Delaney Gallay G.10 heater, designed for ambulances, cars and personnel carriers. (Left) With six outlet ducts to face vents, the K-L 6 windscreens demister can deal with a large glazed area.

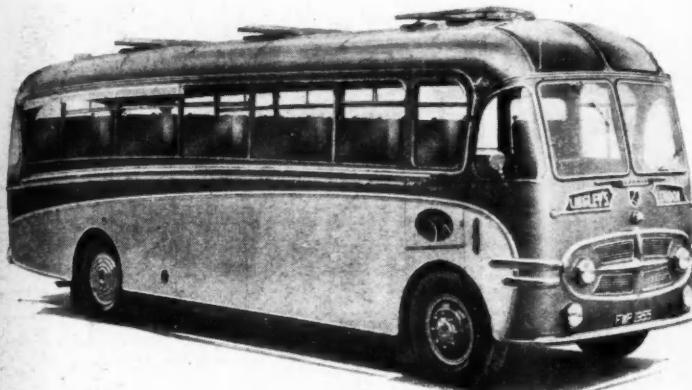


puts it right out of the class of the normal, medium-priced car. It is of the standard achieved only by Pullman trains and the international airlines. It costs a great deal of money. The finish of the service bus is, naturally enough, rather more austere, but it has come a long way from the slatted seats of the char-à-banc.

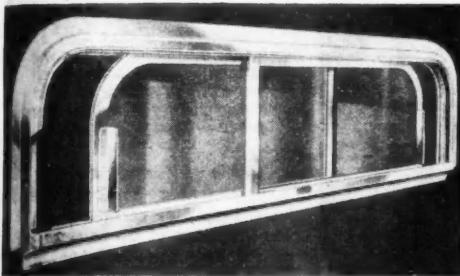
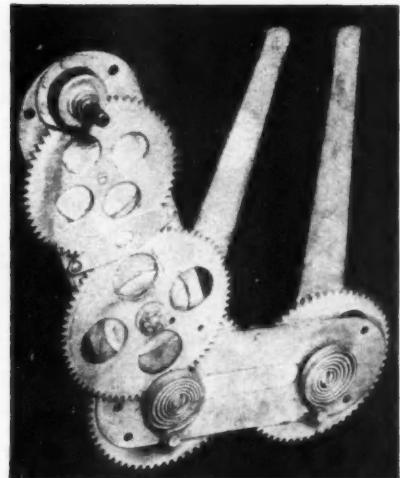
To provide luxurious seating, wide all-round vision, plenty of leg- and head-room and an acceptable level of noise are things that coachbuilders find relatively easy. To keep the customers warm in winter and cool in summer, and at all times of the year protect them from draughts is another problem, and one not too easy to solve.



(Above) The Smiths R.550 heater is accommodated below the seats without greatly interfering with foot-room.  
 (Right) The lower-deck installation of the hot-air diffuser on a London Transport RM type.



(Above) Almost a standard fitting, the Weathershields Three-Way roof ventilator combines the functions of fresh-air intake, extractor and observation dome. The arrangement of three units here is on a Plaxton-bodied Commer. (Right) The mechanics of a full-drop window, by Wilmot Breeden. In this version the winder is offset to the left and the weight of glass and linkage is partially spring-balanced.



(Above) The Famco double-sliding, spring-loaded window by Hallam, Sleigh and Cheston. (Right) A Bristol-E.C.W. Lodekka, showing the hopper-type windows in both saloons and the Cave-Browne-Cave heating radiators and outlet above the cab.



MAKERS AND TYPES OF WINDOW EQUIPMENT

Makers	Horizontal Opening	Half-drop	Full-drop	Other Types
G. Beaton and Son, Ltd., Victoria Road, Willesden, London, N.W.10.	Rapide Type S Type S.V.B.	Rapide Type W	Rapide Type C	Rapide Type D (driver's signalling windows)
Beckett, Laycock and Watkinson, Ltd., Acton Lane, London, N.W.10	Demislide Simslide Simon Zephyr	Boreas ventilator	—	Windscreen quadrants
British Steel Frame Co., Ltd., 191-205 Cambridge Heath Road, London, E.2	Slide	Slide	—	Windscreen quadrants curved windscreens, signalling windows, toggle ventilators
Hallam, Sleigh and Cheston, Widney Works, Birmingham, 4	Juno Cresta Jupiter Famco Mk. III Crusader Ajax	Roma Half-Lift Ace Hylevel	—	Phantom hinged window
Quickthorpe Engineering, Ltd., Point Pleasant, Wandsworth, London, S.W.18	Top or bottom slide	Square or radiused	Type T.L.B. Type L.L.	Fixed lights
Rawlings Manufacturing Co., Ltd., 106-108 Bedford Hill, London, S.W.12	Streamlight Uni-Vent Duo-Vent Mono-Vent Rapier	P.Y.P winding Baron	P.Y.P winding Paramount balanced	Toggle ventilators signalling window
Auster, Ltd., Barford Street, Birmingham, 5	—	—	—	Ventilating signalling windows

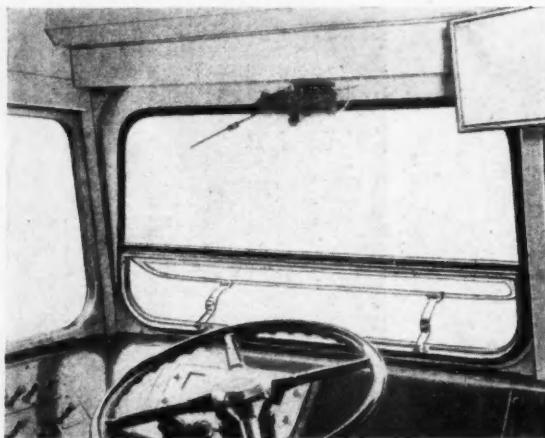
To Offer Comfort Comparable to the Private Car, Bus and Coach Operators Should Use One or Other of the Heating and Ventilating Systems Now Readily Available to the Coachbuilder

By Tom Walkerley

The modern 30-ft.-long coach has a capacity of about 1,650 cu. ft. of air. It frequently has some people who like all the windows shut and others who prefer them open. The coach will probably be used for touring, in which case the ambient air will be extremely chilly on the tops of Alps and uncomfortably warm in the sun-drenched valleys. To achieve a happy compromise under all these conditions is anything but simple.

Full air-conditioning, in which air circulating through a saloon is kept at a constant, though adjustable, temperature, without draughts, is a system which has not yet entirely commended itself to British manufacturers.

For one thing the ideal result can be achieved only by having all the windows sealed—and everyone knows what the British feel about that! Moreover, for some people a modest 60° F. is a pleasing temperature; for others it is unbearably hot. In an air-conditioned low-pressure vessel, which is what the coach becomes, it is not possible to vary temperatures for individual passengers.



(Above) A toggle-type of windscreens ventilator by the Rawlings Manufacturing Co. There is a large export demand for this type of fitting on high-capacity urban buses. (Right) The Beclawat Boreas tipping ventilator unit which goes far towards meeting the difficulties of extraction in wet weather.

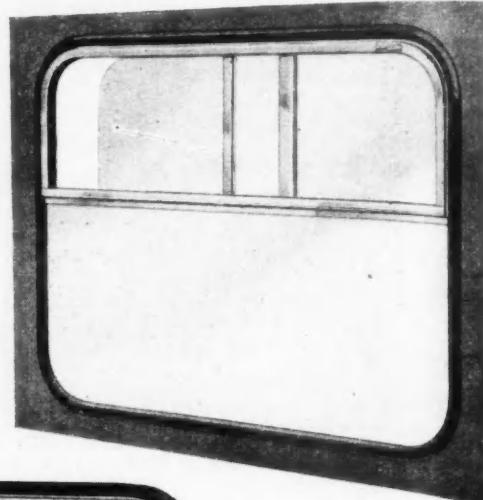
A much simpler system, and one which allows a good deal of individual control by passengers as well as driver, is the recirculatory type. The theory here is that engine coolant is passed through a series of heat-exchange radiators, the gills of which are subjected to a fan-induced airstream. Thus it is that the air already in the coach is reheated and recirculated. Where the air arranged to pass over the radiator gills is fed from outside the saloon, the system is known as a fresh-air circuit.

The control of this type of heating system is vested largely in the driver, who can regulate the amount of coolant passing from the engine to the saloon plumbing. In addition, the heater can often be individually controlled by the passenger enthroned above it. The units themselves are either mounted on the floor or slung beneath the seat frame.

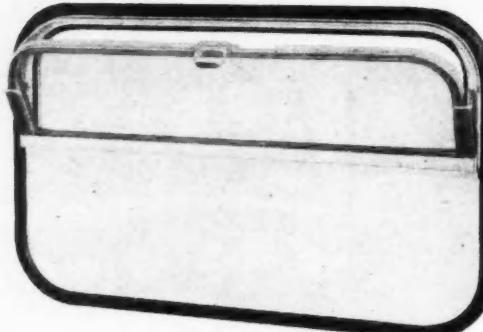
For the sake of appearance, the pipelines, usually of copper, are carried within the double skin of the coach, and heater units can be arranged in series or in parallel. The same system, of course, is used for demisting vents below the windscreens. Point to note: oil engines run cooler than petrol engines, but a suitable thermostat in the system achieves parity. In most cases, the coolant temperature should be 150° F.

#### MAKERS AND TYPES OF VENTILATION EQUIPMENT

Makers	Static	Fan-assisted
Key-Leather Co., Ltd., 5 Urswick Road, London, E.9	—	Motorized
Hallam, Sleigh and Cheston, Ltd., Widney Works, Birmingham, 4	Cor-Vent	—
Rawlings Manufacturing Co., Ltd., 106-108 Bedford Hill, London, S.W.12	Vortex	—
Weathershields, Ltd., Bishop Street, Birmingham, 5	Three-Way	—
Auster, Ltd., Barford Street, Birmingham, 5	Rotavent	—

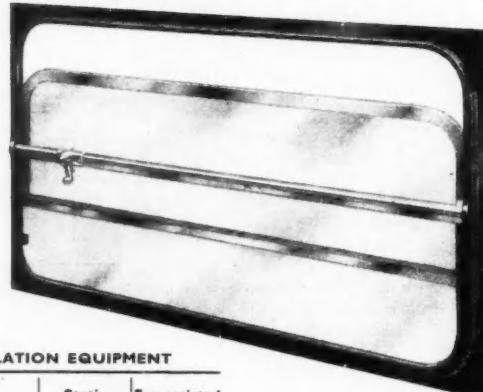


(Above) Combined top sliding window and fixed bottom light by Quicktho Engineering. The unit is designed for direct rubber glazing to bodywork panels, or to a flat mounting plate for outside face fixing to window apertures.



Routemasters to provide a new standard of comfort for metropolitan passengers. In this case, fresh air for both saloons is taken in through a grille below the front destination box. The cool air passes through a heating radiator, interconnected with the engine cooling system, and is fed to five diffusers in the upper-front frame and two in the centre of the lower-deck front bulkhead.

A blind between exterior grille and heat exchanger regulates the volume of air introduced, and is controlled by the driver.



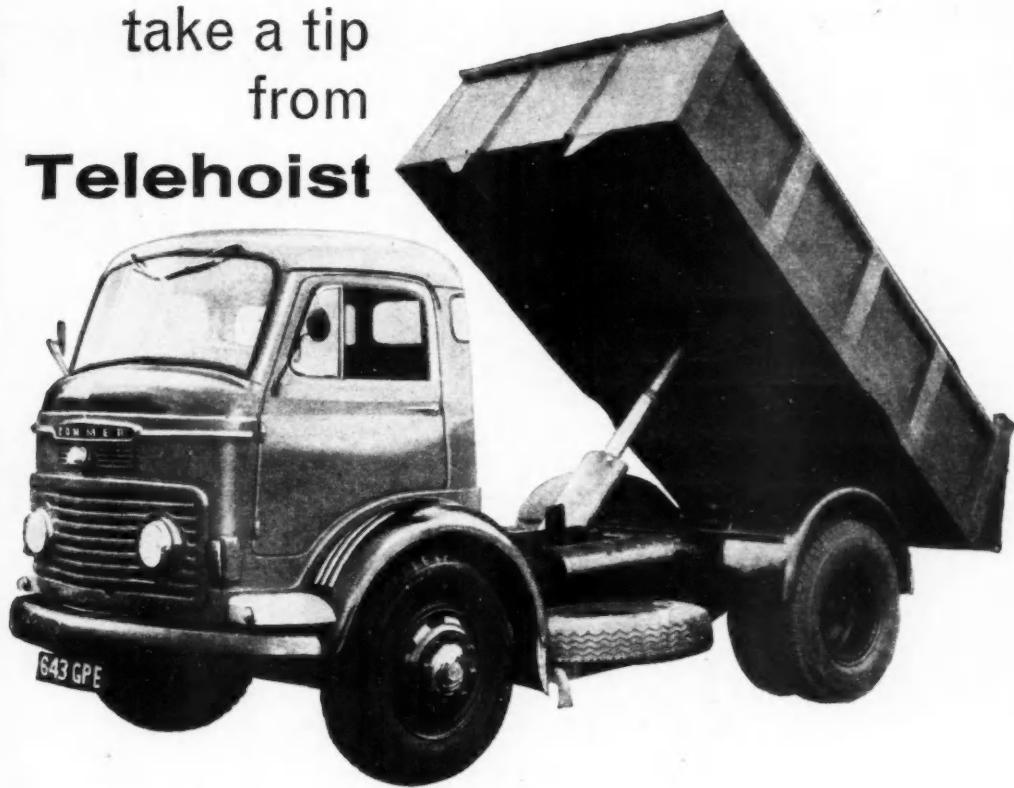
The Rapide balanced window by G. Beaton and Son is raised or lowered by four turns of the regulator. It can be removed without tools from inside the vehicle and is provided with oil-less bearings.

The degree of heat can be controlled by the conductor: he is provided with a key which varies the flow of coolant through the heat exchanger. Temperatures of the order of 25° F. above ambient are obtainable.

A recent variation, combining the recirculatory and fresh-air systems, comes from Clayton Dewandre and was fully described in *The Commercial Motor* of July 22. In this version, three stages of heating and one of ventilation are provided for. In the first heating stage (from cold), air from the radiator is passed through ducting to the saloon via a thermostatically controlled flap. Between 55° and 65° F. air is drawn through the radiator to the saloon, and above 65° F. through the radiator to atmosphere.

(Continued on page 587)

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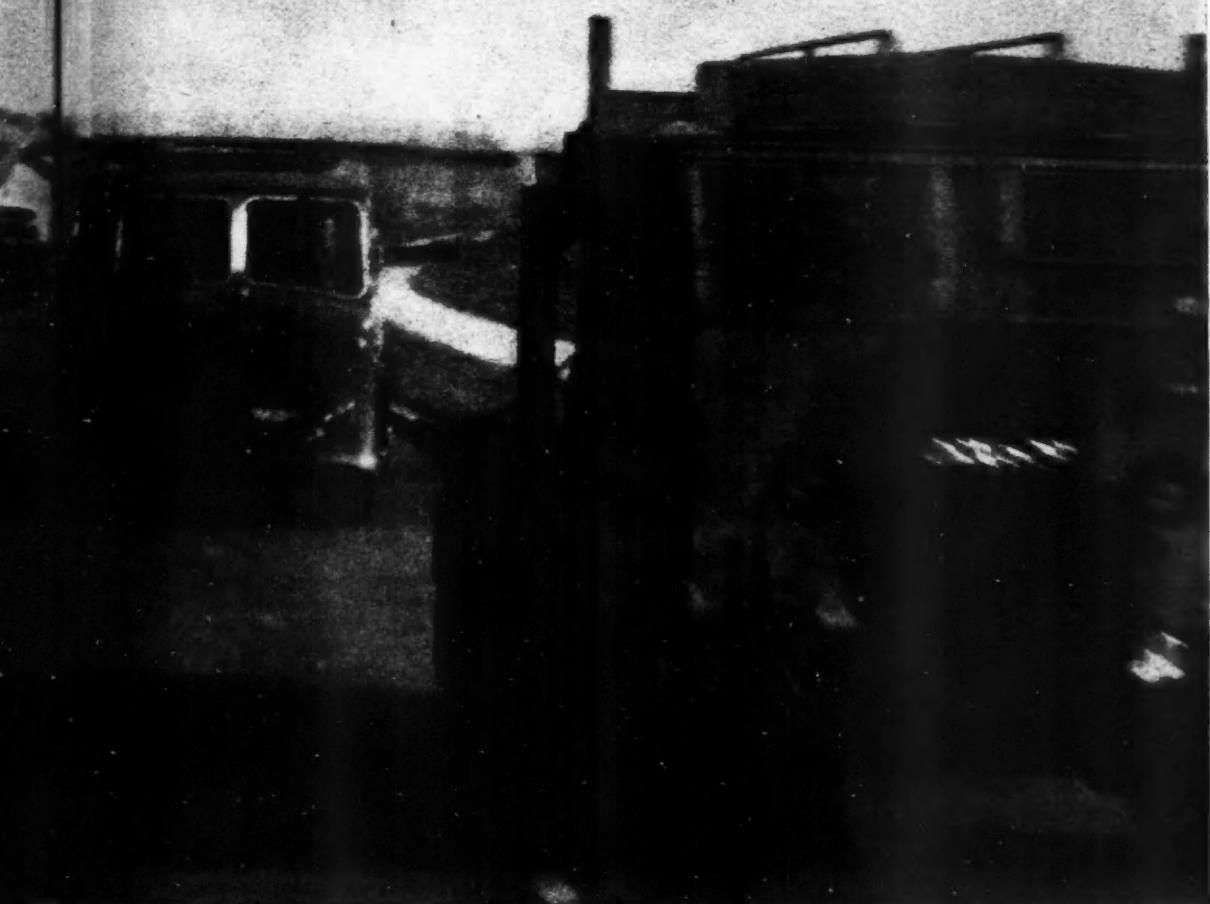
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For this system it is claimed that separate heater units are eliminated, that there is a marked reduction of load on the electrical system, and that the engine is fully cooled.

A comparatively simple method is the Cave-Browne-Cave arrangement in which two radiators are installed at the upper front of double-deck buses. The engine coolant passing through them is in the airstream created by the movement of the vehicle, and the heated air is fed to the interior via ducts. In warm weather, hot air is dispersed to the outside.

No interior heating system can be wholly effective, or even comfortable, without equally efficient ventilation. This can be achieved simply by what is, in fact, a cunningly shaped

hole in the roof, or more elaborately, by a hole supplemented by an extractor fan. There is more in the design of ventilators than may meet the eye, for an extractor that behaves unobtrusively at low speeds may, when ill-found, cause a gale of cold wind at 40 m.p.h.

Between them, several British manufacturers supply bus and coach windows of every type likely to be called for by the design office. Broadly speaking, the range can be divided into the types that wind, slide and drop. Another type, claimed to be free from draught, is the hopper pattern favoured by Eastern Coach Works. This is pulled inwards through an angle of about 40°, thus admitting fresh air and excluding rain.

## New Rolls-Royce Engines With Four-Valve Heads

BEING shown for the first time at the Public Works Exhibition (which opened on Monday) by Rolls-Royce, Ltd., Oil Engine Division, Shrewsbury, the company's new Mk. 4 range of engines is based on the existing crankcase assemblies of standard C-range units, but incorporate a number of original features, including four-valve cylinder heads.

A separate head is fitted to each cylinder, and is employed in conjunction with a fuel-injector of improved design and a modified piston. Initially available in six- and eight-cylindered turbocharged form, Mk. 4 units will be offered to operators requiring greater outputs than those afforded by the standard types of C-series engine.

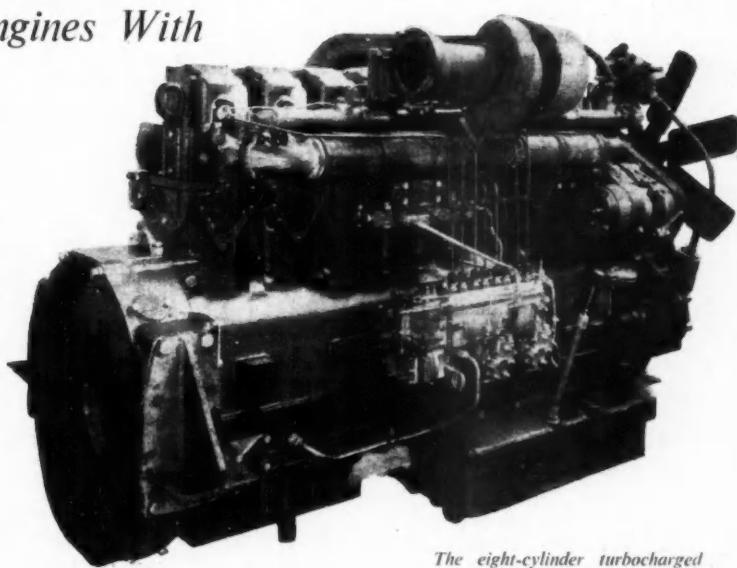
Naturally aspirated and supercharged six- and eight-cylindered engines will later be included in the range, in addition to a four-cylindered unit in naturally aspirated, supercharged and turbocharged form. It is emphasized by the company that the types of standard component produced have not been increased, apart from the parts mentioned.

Equipped with a dynamic balancer, the turbocharged version of the C4 four-cylindered engine also made its first appearance at the Exhibition. Formerly the range of four-cylindered units was restricted to naturally aspirated and supercharged engines. Of the contra-rotating type, the balancer is gear-driven from the front of the crankshaft.

The Mk. 4 six-cylindered turbocharged engine has a maximum automotive rating of 335 b.h.p. at 2,100 r.p.m., which represents an increase of 11½ per cent. compared with the output of the standard C-range engine of 300 b.h.p. at the same speed. The maximum torque is improved from 850 lb. ft. at 1,300 r.p.m. to 886 lb. ft. at 1,600 r.p.m.

In the case of the eight-cylindered turbocharged engine, a higher gain in output is obtained, the maximum b.h.p. at 2,100 r.p.m. being raised from 400 to 450, an increase of 12½ per cent., whilst the maximum torque is raised from 1,135 lb. ft. at 1,400 r.p.m. to 1,198 lb. ft. at 1,600 r.p.m. The rating of naturally aspirated engines is increased by about seven per cent.

Mk. 4 units also show to advantage with regard to specific fuel consumption. The minimum consumption of the six-



The eight-cylinder turbocharged version of the Mk. 4 range of oil engines.

cylindered turbocharged engine being reduced from 0.352 lb./b.h.p.-hr. at 1,400 r.p.m. to 0.347 lb./b.h.p.-hr. at 1,800 r.p.m. The consumption of the Mk. 4 eight-cylindered engine is 0.357 lb./b.h.p.-hr. at 1,800 r.p.m., compared with a minimum consumption of 0.362 lb./b.h.p.-hr. at 1,400 r.p.m. of the standard C-type.

Turbocharging increases the maximum rated output of the four-cylindered engine at 2,100 r.p.m. from 140 b.h.p. to 200 b.h.p. In supercharged form the engine produces 182 b.h.p. at the same speed.

The use of individual cylinder-heads gives more uniform load distribution of the set screws and improves gasket sealing at higher cylinder pressures.

Greater reliability at higher outputs is afforded by the four-valve head, as well as improved breathing. A favourable heat-dissipation area is provided by the relatively small exhaust valves, and they offer greater resistance to flexing when opened against a high cylinder pressure. Port diameter of the two inlet valves is 1½ in., whilst each of the exhaust valves has a port diameter of 1¼ in. The diameter of each valve of the two-valve head is approximately 2 in.

A single push-rod and tappet is employed to operate each of the two sets of valves, a bridge piece being used having a centre section which acts as a thrust pad. The camshaft is of the standard type in every case. Single valve springs are fitted.

Apart from improving port characteristics in the vicinity of the combustion space, the design of the four-valve head gives better cylinder filling by virtue of the shape and contour of the inlet passages. Siamesed ports are avoided by joining the passages of adjacent cylinders close to the outer port of the cylinder head. The shape of the passages improves filling, and tangential entry of the air promotes swirl in the combustion chamber without creating wasteful turbulence on the port side of the valves.

Location of the four-hole injector has been changed, so that its axis is vertical in the cylinder instead of being at an angle, and a modified spray pattern is employed. Following normal practice, the combustion chamber is of the straight-sided toroidal type, but dimensional modifications have been applied to match the characteristics of the head. Connections to the injector spill system are arranged externally to the cylinder to obviate dilution of the lubricating oil. Six- and eight-cylindered engines are equipped with the new C.A.V. high-capacity B.B. type of injector pump.

Supplied by the Wellworthy company, the pistons are of the Alfin ring-insert type; a W.63 light alloy is used, and this material affords a high resistance to cracking round the toroidal cavity.

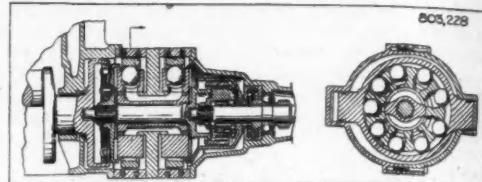
# Clues from PATENTS

HERE is, perhaps, nothing analogous to a sheaf of patent specifications. Every emotion is contained in them. A lone inventor is prey to vain imaginings, alternating—if he is lucky—with flashes of genuine inspiration. A sense of hopelessness or haplessness is a common trait of the inventive mind.

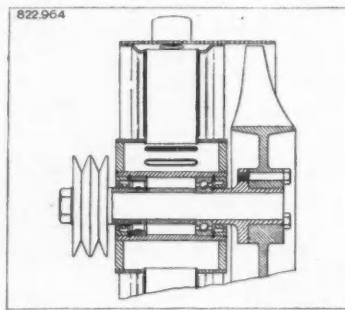
Dreams of stardom on stage or screen are as nothing compared with the dream of creating a workable mechanical symbol of the ego. Like every true romantic, the inventor is proof against ridicule. With the romantic's idealism, his mind transcends the sordid economics of production.

How fortunate! Many outstanding inventions were a hundred years

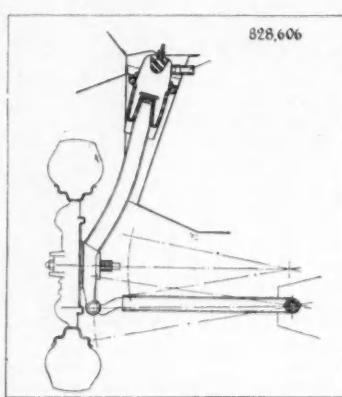
By A  
Special  
Correspondent



A hydrostatic-mechanical transmission is described in a Ford patent, in which ball-type pistons are used for both the pump and motor. The sun-pinion planet carrier and outer annulus are incorporated in an epicyclic gear train, which provides three ratio ranges and a reverse. A hydraulic lock in top gear gives a straight-through drive.



An oil-cooling system for air-cooled engines is described in a Serck patent. Oil flows through a spoke-type radiator at the centre on which is mounted the driving spindle of a fan. Oil cooling is more necessary for air-cooled engines than for the water-cooled type.



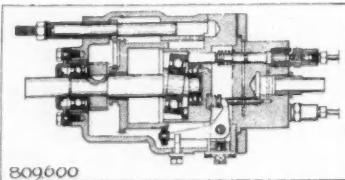
(Above) Locating the spring of a suspension system remote from the linkage has obvious advantages with regard to the control of suspension characteristics and the layout of the chassis. This drawing shows an independent system evolved by Moulton Developments to enable wheel-deflection forces to be transmitted hydraulically to a spring (not shown) mounted at some remote point in the chassis.

before their time. They merely could not be put into production by methods known at the time.

So the inventor is not a bad fellow after all; but to use his approach to an appraisal of recent patents with regard to future trends would be extremely confusing.

The inventor strives to create something without worrying overmuch whether it will benefit anyone when the job is finished. In contrast, the practical investigator bases his valuations on the known requirements of

An Indication of Future Developments in Vehicle Design is Given by An Investigation into Various Manufacturers' Protected Specifications



Controlled misfiring represents a novel method of operating a petrol engine at its peak compression ratio at all times. This Renault petrol-injection pump incorporates a cyclic fuel cut-off system with which the number of firing strokes can be controlled to vary b.h.p. output. The cylinders receive a full charge of air.

manufacturers, but, paradoxically, because he cannot have a universal knowledge of such things, it is necessary in some cases for him to judge the substance of need by the number of patents that promises to solve associated problems. This particularly

applies if the patentees have important names.

Take the case of the high-output turbocharged engine. It is known that an increase in cylinder pressure of at least 50 per cent. in the next few years is envisaged. Injection difficulties are expected.

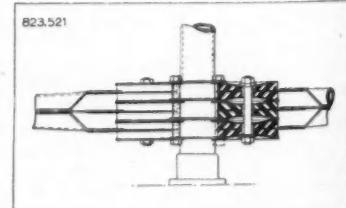
Many patents in the past two years have been devoted to improved injection systems. Experimental engines have given outstandingly high outputs. The need for better pump-injection characteristics has been fairly urgent for some time, and the patents show that corresponding steps are being taken to meet it.

Now consider the variety of specifications dealing with hydrostatic transmissions, the basic principles of which were, for the most part, patented more than 50 years ago. An efficient hydrostatic system could revolutionize vehicle design, but the need has persisted as a vacuum for so many years without any serious attempt to fill it that it is no longer recognized as such.

## Significance of Names

Everything that can be said in its favour has been said many times before. The possibilities of the system must, therefore, be assessed by the number of patents taken out and, of greater importance, the significance of the names behind them.

Specifications published since 1957 show that high-level brains in the



A rubber-based spring that can be fitted in place of the conventional leaf type is described in Moulton Developments' patent. Mounted on the axle, packs of metal plates interleave with rubber discs carried at the inner ends of fore-and-aft radius arms. A centre bolt in each pack is used to precompress the rubber to give the required spring rate.

B.M.C. and Ford organizations have given a great deal of thought to various forms of hydrostatic transmission. A small improvement in efficiency would give it an unassailable advantage (at the right price) over all other established forms of transmission. A well-known gearbox manufacturer has stated that it is the ultimate form of transmission. Who will make the ultimate a reality? B.M.C.? Ford?

Rover have also patented a hydrostatic system, in this case for front-wheel drive. Why not start by applying it to a "secondary" drive of this type, which is used only occasionally? Efficiency would be a minor consideration if the system were cheap and light.

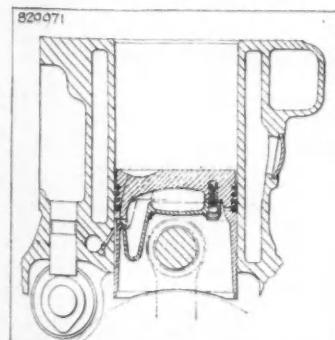
Reverting to oil engines, the basic shortcoming of compression ignition is that air utilization is low—about 65 per cent. in a typical unit. An increase to around 80 per cent. would be a big help. The need is there and no one can say that an improvement is impossible.

#### Advanced Types

A search through the patent file reveals that many advanced types of combustion chamber and of injection system have lately been evolved, but no patent specifically mentions air utilization.

Reading between the lines, however, the specification of a porous combustion chamber of German origin (*The Commercial Motor*, March 18) gives promise that a new principle will be applied to this problem. Fuel is sprayed on to the sintered lining of the chamber (located in the piston) and is said to seep out during combustion.

In the process it should mix with the air on the surface, and all the air should be burned. Maybe something better than 80 per cent. air utilization



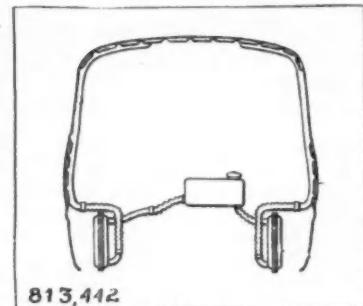
A trough under the piston crown fed by a port at the lower end of the cylinder bore is a feature of a Ricardo oil-cooled piston. This obviates the necessity to supply oil to the trough from a pressure-fed little-end. Oil cooling the pistons provides for a higher rated output.

will be achieved. The air clinging to the chamber surface and hiding in odd corners is the air that escapes burning.

Odd corners include the squish area, so it would seem appropriate to give this a porous lining, too. If it were possible to step up air consumption to 100 per cent., this would raise the output to turbocharged level without a turbocharger.

One hears that the oil companies are at their wits' end to know what to do with all the surplus petrol on their hands. Compression ratios are going up, but part-throttle fuel wastage is the main bogey of the petrol engine. It has been seriously suggested that a vehicle should be fitted with two engines, and that only one should be used for lighter loads. This is a clumsy way out of the difficulty.

Less clumsy is the proposal of the Renault company in a patent (April 17, 1959) to provide "controlled misfiring" of a six-cylindered engine with the aid of petrol injection. There would be no throttling of the air, and either the full quota of fuel would be



813,442  
A cooling system for disc brakes is outlined in a Dunlop patent. Coolant is circulated through a double-walled body jacket, which gives a large heat-dispersal area. It is suggested that the brakes should be fitted with vaneed rotors to circulate the fluid.

production factors by a well-known American technician some five years ago indicates that quantity production could reduce the cost to a few pounds.

If a reader was unaware that the use of disc brakes could create overheating problems, a glance through current patent specifications would give him the idea. Schemes for cooling disc brakes with water or other fluid show that makers are viewing the problem with great seriousness, without apparently being embarrassed by the manifold complexities involved.

In a Dunlop patent (September 11, 1959) the features of a scheme for heavy commercial vehicles include a double-walled body jacket for circulation of the brake cooling liquid. The specification suggests that the space could be electrically heated.

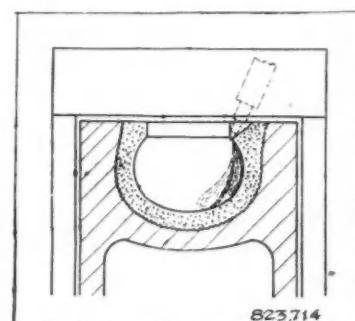
#### Advance in Suspension

The Moulton rubber suspension fitted to the Austin Seven and Morris Mini-Minor obviously represents a principle that could be applied to suspension systems for heavier commercial vehicles. A suspension patent of Moulton Developments (April 1) may have a wider scope, because it deals with a principle that could be basic to almost any type of suspension geometry.

According to this patent, wheel-deflection forces could be transmitted hydraulically to a spring mechanism remote from the system. The principle is shown applied to a swinging-link independent suspension system, but it could be adapted to almost any layout.

With all the springs grouped in some convenient place, it should be child's play to arrange a control system giving any suspension characteristics required and variation of them according to changes of payload. The spring mentioned in the patent is hydro-pneumatic.

Replacing an existing component without changing the design of the



823,714  
A combustion-chamber lining of porous material for oil engines is described in a patent of Maschinenfabrik Augsburg-Nürnberg. It is stated that the lining has a fuel-absorptive factor of 60 per cent. and that the fuel seeps out during the combustion process. Could this increase the air-utilization percentage above the normal proportion of about 65 per cent.?

injected into the air stream or the supply would be cut off altogether, cut-off being arranged in a planned sequence to reduce output.

For example, instead of 100 firing strokes in 200 revolutions, the number could be reduced to 12, each cylinder firing twice. Running would be rather rough at low speeds, but it should be possible to provide for normal firing below certain revolutions.

If the system gave the economy of the oil engine, there would be a queue of buyers. The General Motors Corporation also appear to recognize its possibilities, according to a patent published last year (August 21).

Petrol-injection systems are costly, but that is because they are made in small quantities. A review of associated

chassis offers ease of adaptation that can popularize a new scheme at small cost to the vehicle maker. A relatively simple type of suspension also patented by Moulton Developments (December 25, 1959) may, therefore, have a greater significance.

In this case, the patent refers to a rubber suspension unit that has the general form of a conventional leaf spring and can be fitted in its place. Packs of rubber discs and steel plates are located at the inner ends of radius arms and are linked to the beam axle. A special feature of the sandwich pack is a central bolt with which the spring can be preloaded to change the suspension rate.

The idea of the spring wheel is as old as the car. It seemed to die a natural death, but has recently been revived, notably by a number of German companies. If an efficient, reliable and low-cost type of sprung wheel could be evolved it would have a strong appeal. It would greatly simplify chassis design.

Few patents refer to innovations in cooling systems, but a recent specification originating in Los Angeles

(May 27) shows a modern version of an old idea in the form of steam cooling. This is complicated by the use of a cold header tank and a heat exchanger, as well as a radiator, but the scheme is a reminder that steam could be used to drive a low-boost turbocharger.

Perhaps the steam could be mixed with exhaust gas and thereby give more favourable temperature conditions. So long as the temperature of the intake air was not appreciably increased by steam cooling, it would tend to raise the combustion efficiency of oil engines.

Another cooling system is novel in detail (Serk Radiators, December 25, 1959) and may have wider implications, in that it is a combined oil radiator and fan unit for air-cooled engines. Oil cooling can become a major problem in an air-cooled engine (without oil-cooled pistons) and Serk offer a fairly simple way of controlling the temperature.

Air cooling is mentioned in other patents, but they do not provide enough evidence to justify the conclusion that it is being considered.

So many attempts have been made to produce a controlled-slip differential for commercial applications at reasonable cost that patents covering new types can easily be overlooked. But the need is there, and it is urgent.

Just how urgent it is in the case of, say, a tipper on rough site work, is difficult to guess, but it could be more of a boon than is generally considered possible. Less bogging down and transmission troubles on site and better vehicle control on icy roads represent big potential gains.

One patent (V. Gleasman, January 23, 1959) mentions that the number of worm wheels employed in the differential to control slip can be increased for applications to heavier vehicles, and a Rover patent (February 1, 1957) particularly mentions the use of a multiple plunger type as the third differential of a four-wheel-drive system. In this case, the housing is filled with a thick oil, or other viscous liquid, which, by inhibiting the movement of the plungers, practically locks the differential when a small difference in revolutions is exceeded.

## Valor's New Travelling Salesman

THE Valor Co., Ltd., of Erdington, Birmingham, have recently put into service a mobile demonstration unit, manned by experienced technical sales staff and showing the full range of Valor heating products.

### Light Alloy

Bodywork for the unit, in light alloy, was built by Wilsdon and Co., Ltd., and is based on a Karrier Bantam chassis with the frame extended to give a wheelbase of 11 ft. 9 in. and an overall length of 21 ft. 9 in. There are entrances at the nearside and at the rear, both having steps which lower from the inside. An interesting safety feature is incorporated which makes it impossible to start the engine when the steps are down.

The interior of the van has been specially designed to display the Valor range of convector, radiant and cylindrical heaters, and also fitted is a working model of the recently introduced oil-fired boiler, as well as a Valor oil conversion unit designed for domestic hot water and central heating systems.

### Display Unit

The unit containing the display items runs along the entire length of the van and incorporated in it are a sink unit, a tap with cold water storage underneath, a working model of the oil-fired boiler and a demonstration table with an 18-in. pull out extension. The top is fitted with electric power points, a fuel supply and a smoke hood.

On the opposite side of the van there are storage cupboards, shelves and an upholstered seat for six persons.

848



A light-alloy body on a Karrier Bantam chassis—result, Valor's mobile showroom.

Cupboards and shelves for catalogues extend above the driver's cab and at the rear of the van there is a 20-gal. hot water tank connected with the oil-fired boiler.

A separate set of 12-v. 185-amp.-hr. batteries is provided to supply the power for the fluorescent lighting and the two Vent Axia ventilators in the demonstration compartment. A charging plant is fitted to supply these batteries, and this can be run from the mains or from a small petrol-engined generator.

## Twelve Leylands for Durban

AN order worth £60,000 has been placed by Durban Corporation for 12 Leyland ERT2.1 Royal Tiger Worldmaster buses. High-capacity bodies are to be built by Bus Bodies (South Africa), Ltd., and the order was made through Leyland-Albion (Africa), Ltd. The buses

will augment the existing Durban fleet of about 150 Leylands already in operation, and continues the gradual conversion by this concern from double-deckers to single-deckers. So far 71 of the 173 European bus shifts are working on one-man operation.

# Miles better!

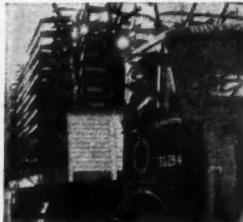
- \* Special tread compound
- \* Turbo side-walls
- \* Multi-strength carcass
- \* Scientific tread design
- \* Built-in bead stability



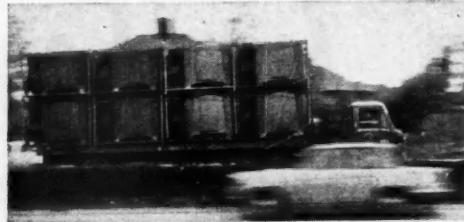
*A great BRITISH tyre - with a great BRITISH name!*

JOHN BULL RUBBER CO. LTD., LEICESTER

# B.R.S. run an assembly line 100 miles long



WELLINGTON  
The chassis starts life here



LIVERPOOL  
Bonnets come from Merseyside

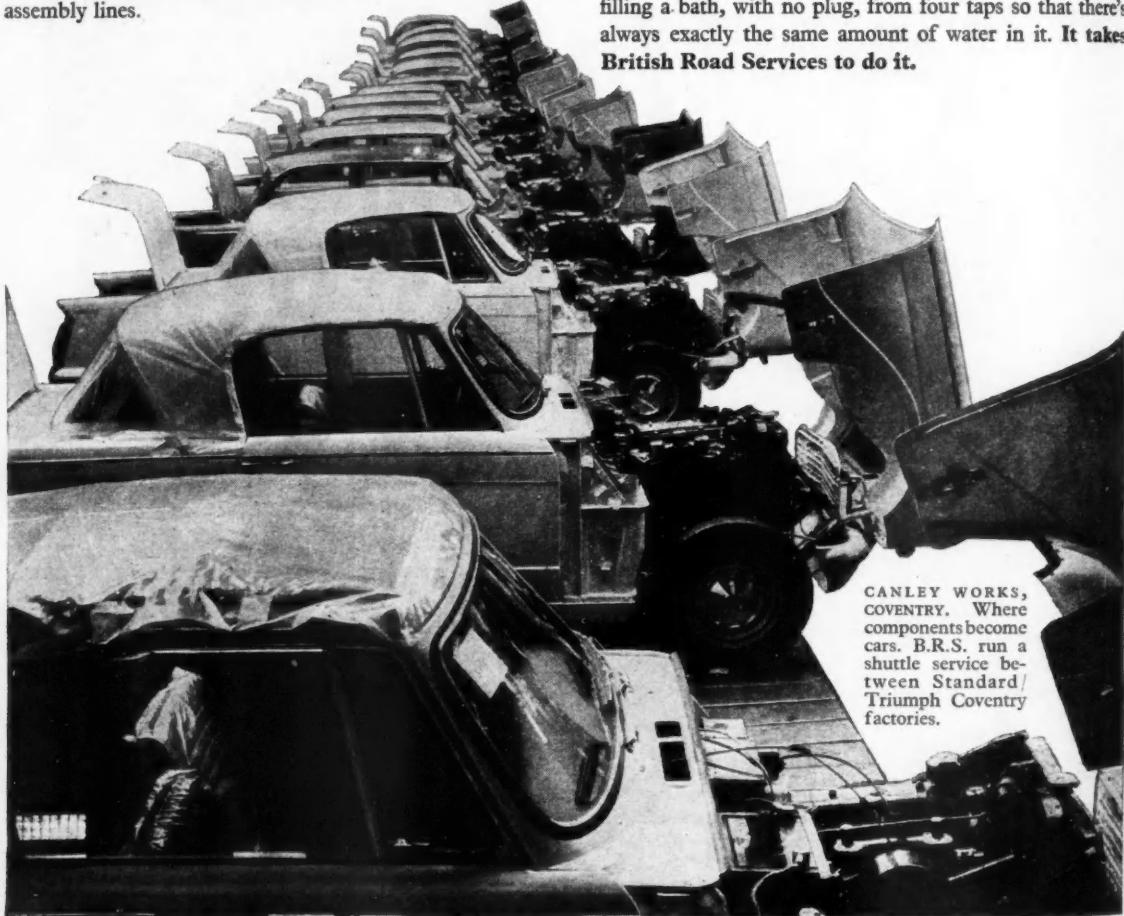


BIRMINGHAM  
From where the boots and rear wings come

## Conveyor-belt smoothness speeds the Herald

Like every car manufacturer, Standard/Triumph depends on sub-assemblies arriving from other factories. With clock-work precision. Every day, British Road Services lorries shuttle between Wellington, Liverpool and Birmingham and the main Coventry works, feeding the Triumph Herald assembly lines.

Every day, the 'bits and pieces' for one day's production must be on hand. No more (there's no space for storage) and certainly no less! A bottleneck could be a nightmare. The goods must arrive, and the empty pallets must get back so that the next day's output can be loaded. It's rather like filling a bath, with no plug, from four taps so that there's always exactly the same amount of water in it. It takes British Road Services to do it.



CANLEY WORKS,  
COVENTRY. Where  
components become  
cars. B.R.S. run a  
shuttle service be-  
tween Standard/  
Triumph Coventry  
factories.

*Plastic covers protect the hoods of Herald Convertibles on the production line. Photograph by kind permission of Standard/Triumph Sales Ltd.*

**To get things moving – get B.R.S.**  
—you'll find them in the 'phone book

*Political Commentary*  
By JANUS

**A**BOLITION of the Transport Tribunal has now become almost part of the official Labour party plan for transport and there are many Conservatives who would agree with this particular proposal. They would not like it to be taken literally. Their objection to the Tribunal is chiefly because of the control exercised over railway rates and fares. Whatever is done about this function, the Tribunal would have to remain in being, under the same or another name, to hear appeals against decisions of the Licensing Authorities.

If ever legislation were introduced to free the railways from rate restrictions that are, in any case, more apparent than real, the opportunity might well be taken to see how the licensing system is working and whether it could be improved by changes in the machinery for appeal. There has been at times severe criticism of the Tribunal over decisions. They have remained unmoved, perhaps because the criticism is one-sided and comes mainly from hauliers, and perhaps because there is not complete agreement even among hauliers. When these things are taken into account, enough uneasiness is left to justify at least an inquiry.

#### Unlimited Discretion

The wording of the Road Traffic Act, 1960, appears to give the Tribunal unlimited discretion. They have "power to make such orders as (they think) fit on an appeal." No doubt if they insisted on making bizarre decisions that cut completely across the law of licensing, they would be quietly removed and the decisions reversed. But a reasonable interpretation of their powers should make it possible for them to ignore the law on occasions when common sense seems to dictate a better course.

One common complaint is that, unlike the old Appeal Tribunal before the war, the present body refuse to move outside the strict interpretation of the licensing structure as laid down by Parliament. Their indefatigable manufacture of case laws confines the haulier to a narrow channel that is more and more difficult to chart. It would tax the ability of a Mississippi pilot to remember all the cases that can now be quoted in the traffic courts.

Even when the Tribunal show that they are not inhuman, there are doubts about whether they are acting in the interests of the road transport industry as a whole. They have a particular weakness for the transgressor who sins through ignorance. Time and again this has been their justification for tempering the harshness of a decision by a Licensing Authority. For complete revocation they have substituted suspension and often arranged for the penalty to end at the same time as they give their judgment. They are usually careful to make clear that their reduced sentence clears the offence, which cannot then be revived next time the haulier concerned appears before the Licensing Authority.

This kind of absolution may be compared with the absolute discharge given in the more ordinary courts, and the comparison helps to accentuate the essentially legal approach that the Tribunal adopt. It is not so certain that this approach is right. The man before the magistrates has committed an act for which the law prescribes certain penalties. If they are waived by the magistrates, the man is not thereby entitled to continue in his misdemeanour or to reap the benefit of his crime. The haulier is sometimes in a similar position; his normal scope of operation is restored on condition that he no longer uses his vehicles illegally. More often than not he is allowed, once the ban

# TWO BITES

on his activities is lifted, to retain the goodwill he has captured from other operators' customers during his period of unlawful operation.

This may seem hard on his competitors who have scrupulously kept to the law throughout. The offender has gained traffic illegally at their expense, and at the price of a temporary embarrassment he is allowed to keep it. Where ignorance is bliss, they might imagine, it is folly to be wise.

One must admire the ingenuity of the Tribunal in keeping to their self-appointed task. Their decisions must often baffle the unsuccessful appellants or respondents, but it has always to be admitted in the end that the Tribunal are acting in exact conformity with the licensing provisions. Recent cases have shown no falling off in dialectical skill, although one is left speculating about the ultimate effect. Likely to become one of my favourites is last month's judgment on the appeal by five hauliers against the grant by the Northern Licensing Authority of three vehicles to T. Brady and Sons.

A licence for two vehicles had been granted in May, 1959. On that occasion seven hauliers had appealed and the Tribunal had ruled categorically that no need was proved for the grant and that there was no evidence of an unsatisfied demand for transport facilities on the part of the company's customers. Although the information was not contained in the original judgment, it now appears that the Tribunal allowed the company to continue to operate the vehicles up to a date in January, 1960. In the meantime the second application was lodged and the three vehicles granted.

#### Threat of Appeal

Most of the time under the threat of appeal, the first licence had nevertheless remained in being for nearly a year and the vehicles had done a good deal of work. An account of their activities was accordingly placed before the Tribunal to show that the second licence was necessary. This the appellants evidently thought unfair, but the Tribunal would not accept their arguments. They ruled that the company were entitled to rely on their experience in using the vehicles under the first grant in order to satisfy their customers' needs. "We do not think it would be right to deprive them of these vehicles unless we were satisfied that they were not sufficiently employed." All the Tribunal would do was to delete the third vehicle from the second grant.

There may be facts not brought out in the summary of the conclusions reached by the Tribunal. On the face of it there are some odd features in the case. Apparently the Licensing Authority disagreed with the first decision of the Tribunal, reinstated the licence they had failed to ratify and added a third vehicle for good measure. One might have expected the Tribunal to show some indignation at this, but they made no comment whatever. Perhaps it was sufficient that the Licensing Authority was acting within his rights.

Other applicants who fail on appeal may find it worth while taking two bites at the cherry. If they can win the Licensing Authority round once, it should be all the easier to do the same thing the second time, especially if they can find work for the vehicles between grant and appeal. It might have saved time if the Tribunal had admitted and accepted on the first occasion the evidence that was already available to them and that they found conclusive on the second occasion.

*Expansion Trends in Haulage*

# Gleave Transport Services Seek Transfer of Base

THIS week Gleave Transport Services, Ltd., are seeking a new A licence for nine vehicles to be based at Stoke, which are now on special A licence in the North Western traffic area. There are two other substantial A applications. Leonard Green (Haulage), Ltd., seek five additional articulated units in Yorkshire, and Wilkinson's Transport (Bacup), Ltd., seek four additional parcels vans in the North West.

B-licence applications include:—the addition of six vehicles by East London Transport, Ltd., in the Metropolitan area; eight pressurized container (cement) vehicles to the licences of Hall and Co., Ltd., Croydon, in the Metropolitan and South Eastern areas, and a new five-vehicle licence to carry coal, iron and steel, by K. Harries, Pontllanfraith.

## NORTHERN

**Applications**

N 1/11/1.—**Blenheim Textile Co., Ltd.**, Newcastle upon Tyne, new B lic. 7 veh. (22½t). Drapery and fancy goods, between Newcastle, London, Glasgow, Edinburgh, Birmingham, Leicester, Manchester and Nottingham.

N 1/11/2.—**W. K. L. Pringle**, Christon Bank, B var. add 1 t. (6½t). Agric. lime, road and building mats, within 100 miles.

N 1/11/3.—**Parson, Ridley Importers, Ltd.**, Newcastle upon Tyne, B var. add 6 veh. (14t). Subject to surrender C lic. in name of Pearman and Corder, Ltd., now an associate co. Add to conditions groceries and provisions for Pearman and Corder, Ltd.

N 1/11/4.—**J. R. Hall**, Stockton, B var. add 3 veh. (8½t). Goods for Landaver and Co., Ltd., agric. produce and requisites within 70 miles. Now on contract A lic.

## NORTH WESTERN

**Applications**

NW 4/11/1.—**L. Woodward and Sons**, Congleton, new A lic., 5 veh. (22½t). Mainly soap, nylon, yarn, agric. produce, paper, salt, steel and castings, electrical cables: Lancashire, Yorkshire, Cheshire, Midlands, North East Coast, Southern England, South Wales, South West Counties, South East Counties and Scotland. If granted, present A lic. for 3 veh. and contract A lic. surrendered.

NW 4/11/2.—**Robertson Buckley and Co., Ltd.**, Liverpool, new A lic. 13 veh. (59½t). G.G.; Lancashire, Cheshire, Yorkshire, Midlands, London area, South East Counties and North East Coast. If granted a new A lic. expiring June 30, 1964, surrendered.

NW 4/11/3.—**H. R. D. Macdonald, Ltd.**, Stockport, new A lic. 4 art. (33½t) including 1 art. (10t) to be acquired; civil engineering plant and machinery and ancillary equipment, as required. If granted, present A lic. surrendered.

NW 4/11/4.—**G. H. Crapper**, Walton, Liverpool, A var. Delete 1 veh. (1½t) add 1 veh. (2t).

NW 4/11/5.—**Cusick Transport, Ltd.**, Manchester, A var. add 1 art. (9½t). If granted, deleted from special A lic. in Northern traffic area.

NW 4/11/6.—**J. Holden (Jnr.) (Crumpsall), Ltd.**, Manchester, A var. Delete 4 veh. (16½t) add 6 veh. (21t).

NW 4/11/7.—**Wilkinson's Transport (Bacup), Ltd.**, Rochdale, A var. add 4 vans (16t). Small; Lancashire, Yorkshire, Midlands, London area, Cumberland and Westmorland.

NW 4/11/8.—**E. G. Thomas**, Bebington, new B lic. 1 veh. (40) horse box. Livestock and fodder within 8 miles of Birkenhead, thoroughbred horses and fodder, as required. If granted, existing B lic. surrendered.

NW 4/11/9.—**R. Edwards**, Liverpool, new B lic. 1 veh. (3t). G.G.; all districts.

NW 4/11/10.—**C. Fulbrook**, Rochdale, new B lic. 1 veh. (4t). Jute, cotton, felt, and fibre within 75 miles.

NW 4/11/11.—**P. E. C. Bevis**, Westhoughton, new B lic. 1 veh. (3½t). Agric. produce and requisites, paper and paper products, all within 40 miles.

NW 4/11/12.—**Peak Trailer and Chassis, Ltd.**, Stockport, new B lic. 7 veh. (22½t). Goods for applicants associate companies—Peak Joinery, Ltd.; Peak Builders, Ltd.; Meredith and Eyre, Ltd., from London and Hull, and within 40 miles of base.

## YORKSHIRE

**Applications**

Y 9/11/1.—**A. Hildebrandt**, Kilnsley, new A lic. 1 veh. (4½t). Ground limestone, burnt lime, basic slag, fertilizer and stone; within 100 miles of Skipton.

Y 9/11/2.—**G. F. Read**, South Cave, new A lic. 1 veh. (3½t). Steel, agric. produce, fertilizers, building and road mats, timber and other goods; mainly in Lincolnshire and Yorkshire, as required. Transfer from Scunthorpe in East Midland Traffic Area.

Y 9/11/3.—**J. H. Tait Transport (York), Ltd.**, new A lic. 2 art. (13½t). Fertilizers and cattle feeds, grain, foodstuffs, timber, coal, brewery products and steel; Yorkshire, Lancashire, Notts, Lincolnshire, South West. Now on contract A lic.

Y 9/11/4.—**Ackworth Transport Co., Ltd.**, A var. add 2 art. (17t).

Y 9/11/5.—**J. Smith**, Colow, A var. add 1 veh. (4½t).

Y 9/11/6.—**Leonard Green (Haulage), Ltd.**, Rotherham, A var. add 5 art. (35t). Two to be used for maintenance.

Y 9/11/7.—**Cyril Whitley, Ltd.**, Shipley, A var. add 1 veh. (5½t).

Y 9/11/8.—**Carbrook Transport Co.**, Swallownest, A var. add 1 veh. (8t).

Y 9/11/9.—**B.R.S. (Mean Haulage), Ltd.**, Leeds, A var. add 1 trl. (2½t) plus container (2t).

Y 9/11/10.—**Marshall's Garage (Bawtry), Ltd.**, new B lic. 1 art. (18t). Earth moving plant and machinery within 150 miles. Goods from accidents for onward transmission, as required.

Y 9/11/11.—**Sam Alton (Hull), Ltd.**, B var. add 2 veh. (7t). G.G. within 30 miles.

Y 9/11/12.—**H. Falkingham, Hull**, B var. add. 2 veh. (7½t) delete 4 art. trls. (6t) add 4 art. trls. (10t).

Y 9/11/13.—**H. Fletcher**, Preston, B var. add 1 veh. (3t) plus insulated container (1½t); frozen meat and frozen foods, as required. Now on short-term lic.

Y 9/11/14.—**Walkers**, Preston, B var. add. 4 veh. (14t). Road and building mats., within 40 miles of Hull.

**Decision**

Y 28/9/14.—**J. R. Cressell**, Clay Cross, B var.—Granted.

## EAST MIDLAND

**Applications**

EM 2/11/1.—**P. Marshall (Transport), Ltd.**, Scunthorpe, A var. delete 1 veh. (3½t), add 1 veh. (4½t); add 1 veh. (5t). For use when vch. on A, B or contract A lic. off road for repair or accident Louth, B var. conditions to road—builders' and painters' mats., as required; furniture and



*This Arlington-bodied Bedford breakdown wagon is operated on M1. It is based on a long-wheelbase 3-ton chassis.*

**CONTRACTIONS:** add, additional; agric., agricultural; art., articulated unit; c. cwt.; g.g., general goods; G.B., Great Britain; ind., indivisible; lic., licence; low-ldr., low-loader; mats, materials; N.U., normal user; S.T., special type; t., tons; T., tipper; trl., trailer; var., variation; wh., wheels.

household effects from within 10 miles, any distance; agric. produce and requisites, Lincolnshire, Lancashire, Yorkshire, Midlands; other goods 25 miles; road mats. 75 miles.

EM 2/11/2.—**E. R. Swinton and Son**, Bursage, new B lic. 4 veh. (23t). Coal, coke and smokeless fuel as required by T. E. Jones, Ltd.; K. M. Lockwood; and J. Mitchell. Now on contract A lic.

EM 2/11/3.—**G. A. Thorneley**, Lincoln, new B lic. 1 veh. (3½t). Goods for Apex Sand and Gravel, Ltd., of North Hykeham and the Butterley Co. of Ripley, within 100 miles. Now on contract A lic.

EM 2/11/4.—**Phillips' Haulage**, Ulceby, new B lic. 1 veh. (4t). Agric. produce and fertilizer for Fisons, Ltd., within 170 miles.

EM 2/11/5.—**J. Smith**, Whecroft, new B lic. 2 veh. (7t 2c). Goods for Staffordshire Farmers, Ltd., and Levers Feeds, Ltd., as required. Now on contract A lic.

EM 2/11/6.—**Pre-Mixed Concrete (Lincoln), Ltd.**, new B lic. 3 veh. (18t 13c) and 3 veh. (8t each). Sand, gravel, lime, ready mixed concrete; England, Scotland and Wales.

EM 2/11/7.—**G. Easton and Son, Ltd.**, Alford, B var. add 1 veh. (6½t) (tanker). Milk for Milk Marketing Board and Dairy Companies as required, within 60 miles.

EM 2/11/8.—**P. B. Everett**, Wendover, B var. add 1 veh. (4½t). Bulk corn, agric. foodstuffs, produce and requisites, within 100 miles.

## WEST MIDLAND

**Applications**

WM 3/11/1.—**Gleave Transport Services, Ltd.**, Stoke-on-Trent, new A lic. 9 veh. (53½t). Mainly salt, steel, foodstuffs, chemicals, machinery, pottery mats., building mats., 7 veh. Lancashire, Cheshire, Yorkshire, Midlands, London, Southern Counties and South Wales; 2 veh. Cheshire, Shropshire and Staffordshire. Now on S.A. lic. in North Western traffic area.

WM 3/11/2.—**Mountford Bros. (Haulage Contractors), Ltd.**, Bucknall, A var. add 1 trl. (2t). Mainly steel in extraordinary long lengths, within 60 miles.

WM 3/11/3.—**Arken Haulage Co.**, Codsall, new B lic. 1 veh. (3½t). Coal for N.C.B. within 25 miles.

WM 3/11/4.—**W. R. Tatlow and Sons, Ltd.**, Wolverhampton, new B lic. 5 veh. (11½t). Goods for associate co. Mark Tatlow, Ltd.; building mats. all types, South Coast, London and North Wales.

**Decisions**

WM 29/9/1.—**North Shropshire Transport**—adjourned.

WM 29/9/2.—**M. J. McAndrew and Sons**—1 veh. granted, demolition, road and building mats. for Heston Bros., Oakengates, within 25 miles.

WM 6/10/3.—**J. Weaver**—add 1 art.—Refused.

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This scientific instrument enables one man to make a rapid check of wheel alignment of a vehicle of any size.



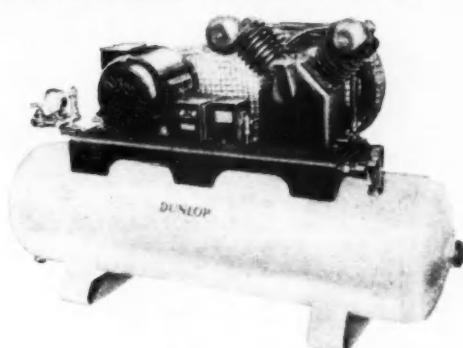
### Camber, Castor and King Pin Gauge (CG/4-5)

An easily used 3-in-1 gauge that ensures greater running efficiency. No need to jack-up when measuring King Pin inclination.



### Air Meter (AT/68)

Illuminated 9" master gauge with 24 ft. air-line, remote control and dual-foot "grip-on" connector for use on twin tyres.



### Stationary Compressor (ST/12)

Air-cooled twin cylinders with  $2\frac{1}{2}$  h.p. motor, air receiver built to B.S.I. Spec. and hydraulically tested to 300 lb. per sq. in.

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## SOUTH WALES

## Applications

SW 2/11/1.—**J. E. and H. G. Jenkins**, Boncath, A var. add 2 vch. (80). Cattle, foodstuffs, manure, building mats., implements and furniture, Carmarthenshire, Glamorganshire, Pembrokeshire and Cardiganshire. Take-over T. M. Daniel.

SW 2/11/2.—**G. Phillips**, Newport. A var. add 1 art. (60). Steel, aluminium, packing cases, paper and packing mats.; London area, Midlands, Lancashire, Yorkshire and Northumberland.

SW 2/11/3.—**G. S. John**, Ltd., Pontypridd, A var. add 2 vch. (91/2). Mainly electrical and g.g.—G.B.

SW 2/11/4.—**Aberman Transport (Rhigos)**, Ltd., A var. add 1 vch. (31/2). Tin-plate and scrap steel—Midlands and London areas, South Wales. (Required for maintenance purposes.)

SW 2/11/5.—**H. G. Hooper**, Neath, new B lic. 4 vch. (171/2). Coal, coke, ovoids, etc., scrap iron and road fillings—London area or any other part of G.B.

SW 2/11/6.—**S. H. Potter**, Pontypridd, new B lic. 2 vch. (240). I trl. (14t). Trailers and caravans and recovering broken-down cars; Central Wales within 100 miles and North and South England.

SW 2/11/7.—**K. Harris**, Pontllanfraith, new B lic. 5 vch. (211/2). Coal, coke, iron ore, steel, ashes, livestock, road mats.; within 25 miles of Llanwern.

SW 2/11/8.—**D. M. Simons**, Cardiff, B var. add 3 vch. (111/2). Bulk cement from railhead at Magor and Newport on behalf of Cement Marketing Board to Spencer Steel Works, Llanwern.

SW 2/11/9.—**T. Griffiths and Son**, Cwmearn, B var. add 1 vch. (21/2). All goods within 30 miles.

## WESTERN

## Applications

W 1/11/1.—**Tolley and Smales**, Ilfracombe, new A var. 2 vch. (51/2). G.g. within 60 miles. Take-over of part of business of Hancock Bros.

W 1/11/2.—**R. H. and M. Eason**, Broadchalke, A var. add 1 vch. (21/2). Beer, grain, agricultural requisites; Wiltshire, Hampshire, Dorset, Somerset, Gloucester and Berkshire. Take-over lic. B. Stage W 1/11/3.—**A. D. Forsey (Transport), Ltd.**, Worle, A var. add 5 vch. (28t 3c). G.g. mainly meat, foodstuffs and bottled goods, normally within 175 miles with 4 vch. (23t 3c), 1 vch. (5t) to be used solely for maintenance when any authorized vch. is off the road. 1 vch. (4t 19c) now on S.A. lic., 1 vch. (4t 4c) on A lic. at Norton Fitzwarren.

W 1/11/4.—**M. G. Abram**, Moreton-in-Marsh, new B lic. 1 vch. (2t 6c). G.g. within 90 miles.

W 1/11/5.—**P. D. Whyman**, Bristol, new B lic. 1 vch. (21/2). G.g. within 25 miles.

## METROPOLITAN

## Applications

M 2/11/1.—**H. Green (Removals), Ltd.**, N.W.6. A var. add 1 vch. (1t 1c). Furniture removals, personal effects, tyres, footwear and cartoned goods, collections and deliveries; London and Home Counties, occasionally longer journeys.

M 2/11/2.—**J. E. Darbyshire**, Holloway, N.7, new B lic. 1 vch. (1t 13c). G.g. 50 miles.

M 2/11/3.—**A. W. Fries**, Streatham, S.W.2, new B lic. 1 vch. (3t 18c). Aggregates, coal and coke, 150 miles.

M 2/11/4.—**K. W. Hamilton**, Stratford, E.15, new B lic. 1 vch. (3t). G.g. within 50 miles.

M 2/11/5.—**Industrial Freight and Travel, Ltd.**, E.C.3, new B lic. 1 vch. (2t). Goods for customers for whom licences act as shipping and forwarding agents to and from docks, warehouses, customers' premises and as required, within 35 miles.

M 2/11/6.—**Irish Channel Lines, Freight Services, Ltd.**, N.W.5, new B lic. 1 vch. (3t 2c). G.g. within 25 miles.

M 2/11/7.—**C. G. F. Morris**, Chingford, E.4, new B lic. 2 vch. (7t 5c). Plywood and timber only, any district.

M 2/11/8.—**East London Transport, Ltd.**, Purfleet, B var. add 6 vch. (18t 17c).

M 2/11/9.—**Hall and Co., Ltd.**, Croydon, B var. add 4 vch. (41/2t each). Powdered dry cement in bulk in pressurized containers, within 50 miles.

M 2/11/10.—**R. Hilton (Transport), Ltd.**, S.E.11, B var. add 6 vch. (3t each). Scaffolding for **Palmer's Travelling Cradles, Ltd.**; Westminster Scaffolding, Ltd.; **Flay Services, Ltd.**; and **Kwik Forms, Ltd.** Building mats, for **Clark and Fenn, Ltd.**; empty bottles for **United Glass Bottle Co., Ltd.**; lift parts for **Bennie Lifts, Ltd.**; sheet metal for **Pritt and Co., Ltd.**; within 25 miles of Vauxhall rail station.

## SOUTH EASTERN

## Applications

SE 10/11/1.—**Reeves of Petersfield, Ltd.**, A var. add 1 vch. (4t) furniture van; furniture, goods for Colston's, Ltd., paper, cheese and toys; where required. Other goods, mainly local.

SE 10/11/2.—**B. Sharp**, Bournemouth, new B lic. 1 vch. (3t). Caravans within 500 miles.

SE 10/11/3.—**W. Reeves and Son (Transport), Ltd.**, Southampton and Manchester, new B lic. 1 vch. (3t 18c). Collection and delivery of goods within 30 miles of Southampton, which have been, or are to be, conveyed by applicants long-distance veh.

SE 10/11/4.—**E. R. Miller (Wantage), Ltd.**, new B lic. 8 T (32t). Excavated mat, within 30 miles.

SE 10/11/5.—**Hall and Co., Ltd.**, Croydon, B vars. (1) Ringwood base, add 2 vch. (6t 12c) pressurized containers; powdered dry cement in bulk; Sussex, Surrey, Hants., Dorset and Berkshire. (2) Worthing, add 2 vch. (6t 12c) pressurized containers; var. condition to powdered bulk cement, Sussex, Surrey, Hants and Berkshire.

SE 10/11/6.—**Thames Grit and Aggregates, Ltd.**, Rochester, B var. add 3 vch. (15t 12c).

## The Big Tip

RECENTLY put into service by Pointers Transport Services, of Norwich, is the largest Bonallack Pneumajector tank vehicle yet built. Mounted on a Guy Invincible eight-wheel long-wheelbase chassis and equipped with Pilot U7 twin-ram tipping gear, the 23 ft. by 8 ft. diameter light alloy tank has a capacity of 1,174 cu. ft. and is designed for a payload of 15 tons. The container is of the single compartment type and is secured to the tipping sub-frame by four bands of steel strapping.

The main problem in tipping containers of such a capacity is the danger of overbalancing. Bonallack's have successfully overcome the difficulty by providing a blown discharge outlet at each end of the container. In trials, the vehicle discharged a full 15-ton load through a run extending 20 ft. horizontally, 40 ft. vertically and a further 20 ft. at an angle of 45° in under 45 minutes. Recently a 15-ton load of flour was discharged to a height of 50 ft. through a 75-ft. run of 3-in. pipe (4 in. is the standard size) in 25 minutes.

## Butlin's Campers Were Puzzled

IT was essential that an equal balance should be maintained between road and rail traffic to Butlin's Holiday Camp at Filey, said Mr. F. Williamson, chairman of the North Western Traffic Commissioners, at Manchester.

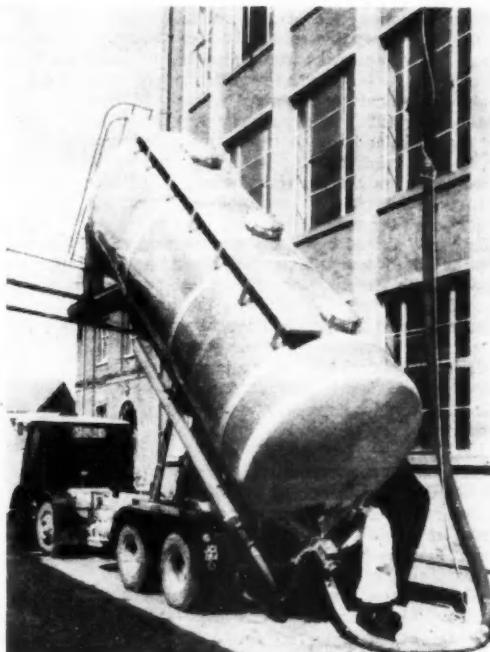
North Western Road Car Co., Ltd., wanted a restriction removed from two of their licences which only permitted passengers to be set down and picked up at the camp on certain Saturdays in July and August. Passengers who travelled direct to Butlin's Camp on the last Saturday in August did not understand why, when they returned, they had to go into Scarborough to board the coach as it was not allowed to pick up at the camp.

Mr. D. L. Fytche, traffic manager of the company, pointed out that on express services between Manchester, Stockport and Scarborough they passed the Butlin site, but, apart from July and August, they were not allowed to set down passengers there.

The proposals were strongly opposed by British Railways on the grounds that in 1947 they had spent a great deal of

money building a special line running right to the camp and they would suffer traffic abstraction if the application was granted. Mr. E. Frost, a B.R. representative, said that since 1956 when North Western were granted permission to set down at the camp in July and August, rail traffic had fallen considerably.

Mr. P. Kershaw, for B.R., submitted that the railways were quite capable of dealing with all the traffic offered and



The Guy-Bonallack eight-wheeler for Pointers Transport Services.

there was no need for a service to be superimposed upon the present one. Mr. Fytche, for North Western, said they were not after railway traffic.

Mr. Williamson gave North Western permission to set down at Filey throughout the 1961 season but attached a condition stating that before 1962 operation commenced they must come before the Commissioners again.

Planning for Profit

# Fleet Location and Control

*An Atkinson unit, supplied to the operator by Scotts of Nottingham, with drop-frame semi-trailer by Merton Engineering Co., Ltd, Feltham, Middx.*

WHEN detailing the legal aspect of keeping a record of drivers' hours of work, journeys and loads last week, an example of a daily log sheet suitable when deliveries were restricted to a radius of 25 miles was given. I also pointed out that whilst it was a statutory obligation to record the required details, the actual form from which the log sheet was drawn up could be adjusted to the needs of individual operators.

A further example of a daily log sheet is shown this week, in this instance being suitable when journey work is undertaken. In addition to statutory details, provision could be made to add details such as mileometer readings, trip mileage and description of materials or number of passengers carried.

Other recorded information could include details of any unscheduled stops due to breakdowns, tyre changes or other causes. Most operators would also find it convenient to make use of the daily log sheet to record issues of fuel and oil. This would be particularly important where vehicles were refuelled at depots or filling stations away from their home base. In that event, in addition to confirming subsequent advice notes and invoices relative to the issue of such fuel, the recording of actual issues on the log sheet would in all probability allow records to be checked and completed sooner than would otherwise be the case.

Simplicity should be an essential element of vehicle records, with the added proviso that there should be a logical sequence between each stage of analysis. These two factors should be borne in mind when determining the precise form of the log sheet to be used, because subsequent summary sheets will be to some extent determined in their content by this original decision. Any attempt to introduce additional information at a later stage could involve substantial extra work which could otherwise have been avoided.

Continuing consideration of engineering records, prior to completion of costing returns, it is particularly important where an organization includes several depots that such recording should be clearly segregated into the three main functional groups, namely: (1) location of vehicles; (2) operational records; (3) maintenance and stock records.

Dealing first with location of vehicles, it is obviously of prime importance that the continuing transfer of vehicles between depots should follow exactly the varying trends in the supply and demand of traffic. This requirement presupposes that the existing disposition of the fleet can be located immediately. The actual form that such records might take would be determined by the precise need. For example, a loose-leaf ledger or card index might prove to be convenient to have as a record of a fleet of vehicles. Information then recorded, in addition to

## *The Inherent Urgency of Transport Makes Imperative the Ability to Schedule Vehicles to Appropriate Work at Short Notice.*

the details shown on the registration book such as the make, type and year of manufacture, could include the original purchase price and current depreciation value.

For day-to-day use, however, a more convenient method of fleet location is required. But before considering possible methods of achieving this it is first advisable to determine the method of fleet numbering. If the system adopted indicates both the type and capacity of a vehicle, subsequent location recording will be greatly facilitated.

Where a wide range of vehicles is employed, including possibly buses, ambulances, and dumper, in addition to normal goods vehicles, an appropriate initial letter could be adopted as the first mark of the fleet number relative to the appropriate type.

Within these groups the fleet number proper can be so arranged as to denote both the size and type of vehicle. In relation to several goods vehicles, for example, the block of numbers from 11 to 20 could be allocated to any existing 8-tonner already in the fleet, or which were subsequently added, whilst the numbers 21 to 30 could be reserved for the next

(Continued on page 595)

### DAILY RECORD OF HOURS OF WORK, JOURNEYS AND LOADS

Name of Licence holder.....			Period of work.....			Date.....		
Section 1.			Period of work					
(1)	When last ceased work (2)	Time work begun (3)	Intervals of rest		Time ceased work (6)	Total time worked exc. rest periods (7)		
DRIVER	Date	h. m.*	From (4)	To (5)	h. m.*	h. m.*	h. m.	
STATUTORY ATTENDANT		h. m.*						

Section 2.			Particulars of Journeys and Goods					
A.B or C Licence No. (1)	Reg. No. (2)	No. of Trailers (3)	JOURNEY			GOODS CARRIED		
			LEFT		ARRIVED AT		Description (8)	Max. weight at any time (9)
† Place (4)	Time (5)	† Place (6)	Time (7)		Tons	Cwt.		
	h. m.*		h. m.*					

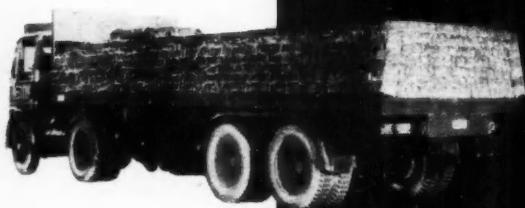
\* State in each case if a.m. or p.m.

† Places should be inserted which adequately indicate the extent of the journey.

Signature of Driver.....

Form to be used by full-time drivers on journey work.

# FOR BIG LOADS YORK TANDEMS ARE BEST



**SIMPLICITY - LESS MAINTENANCE**

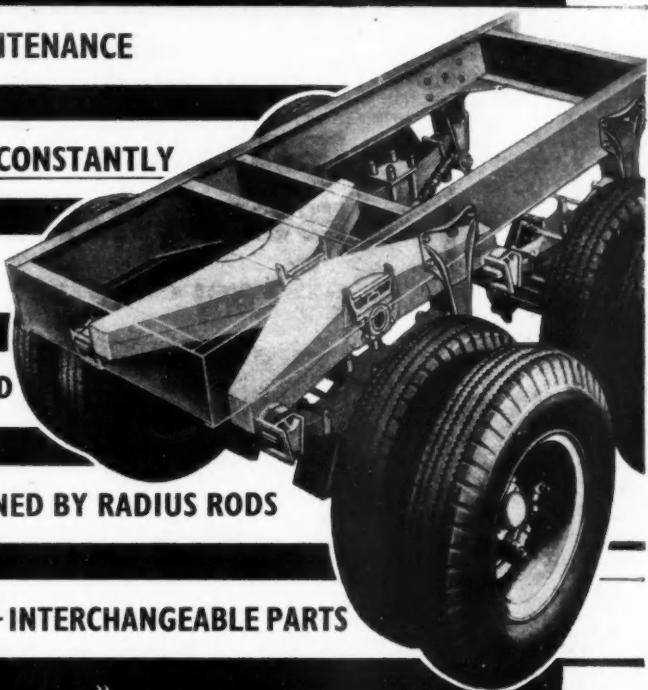
**ABSOLUTE BALANCING OF LOAD - CONSTANTLY**

**SAFE, EVEN BRAKING**

**LIGHTWEIGHT-ALLOWS MORE PAYLOAD**

**AXLE ALIGNMENT ALWAYS MAINTAINED BY RADIUS RODS**

**GREATER TYRE LIFE-EASIER ROLLING-INTERCHANGEABLE PARTS**

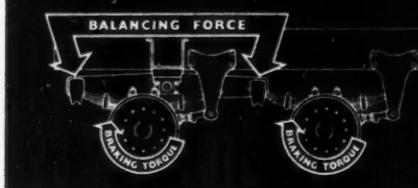


RUGGED TUBULAR AXLES ARE CORRECTLY  
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TYRES STAY GLUED TO  
ROAD - FOR FASTER, SAFER  
STOPS AND LONGER TYRE  
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# For vehicle finance

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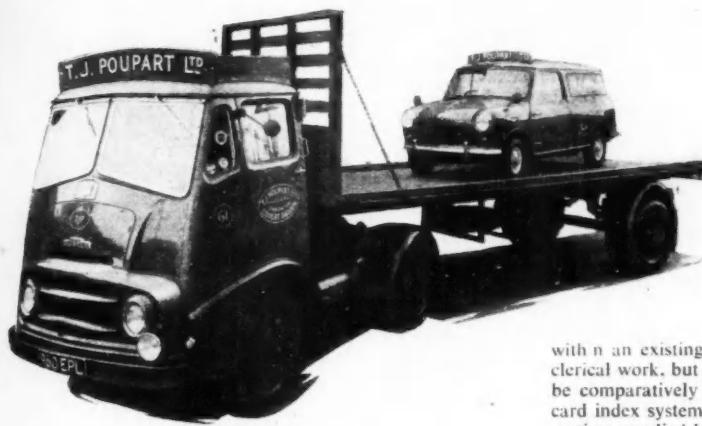
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BRANCHES THROUGHOUT THE BRITISH ISLES



*A new Morris 5-cwt. Minivan atop an Austin 2-ton F.G. series platform lorry. Both vehicles were supplied to T. J. Poupart, Ltd., of Covent Garden, by Boon and Porter, Ltd., of Barnes, London, S.W.13. This is now the 52nd year of a trading association between the two companies.*

higher-capacity group in that particular fleet—possibly 10-tonners—and so on.

An objection to such a method of fleet numbering is that it gives no true indication of the total strength of the fleet. But such a criticism is not really valid because, as a result of the continuing replacement of vehicles which must take place in any sizeable fleet, chronological numbering becomes meaningless in that respect in a very short time. In other respects it is only a slight improvement on the use of a vehicle registration mark and number as a means of vehicle identification.

The extent of any block of numbers would, of course, have to be determined by the potential optimum of individual fleets. Additionally, where variations occur in types (for instance, platform, van and tipping bodies, operated within the same fleet on chassis of similar capacity), an additional prefix number could be added to indicate this distinction. For example, if originally 11 to 20 was indicative of 8-tonners, then 111 to 120 could be allocated to platform 8-tonners, 211 to 220 to vans, and 311 to 320 to tippers of similar capacity.

### Wall Chart

Because the more permanent record of vehicles on loose-leaf or card index, which may already exist, is not suitable for location of vehicles day-by-day, a method commonly used is to employ a wall chart. This could be divided horizontally from top to bottom into two divisions, reading as follows: (1) vehicles on service; and (2) not on service. The second section will be subdivided as follows: (1) available but not required; (2) daily servicing; (3) light dock; (4) heavy dock; (5) paint or body shop; (6) accident; (7) other causes (for example, awaiting delivery or licensing, or, alternatively, delicensed).

Vertically the chart would be divided into as many divisions as the organization had depots or branches. It might also be convenient, in addition, to include in the vertical division a section for a headquarters repair depot where one was maintained within the organization.

An indicator pin would be allocated to every vehicle in the fleet, and the colouring of such pins could be arranged to coincide with the adoption of a fleet numbering system to facilitate further rapid location of individual vehicles, or assessment of the overall fleet position.

In some organizations, however, a form of fleet location recording, additional to a permanent record and wall chart already described, may be necessary. This would particularly apply when there is frequent need to refer to previous locations of vehicles and their subsequent movements. Although such information could possibly be obtained from daily log sheets or subsequent weekly summaries, this method could prove too tedious and slow a procedure.

A convenient alternative would be to adopt an amended card index system. Each vehicle would be represented by one card but, in addition to containing details of a more permanent nature, provision could also be made to denote successive reinsurance and licensing, together with a record of each movement throughout its life from depot to depot.

Admittedly, the inauguration of such a card index system

with an existing fleet would involve a substantial amount of clerical work, but the subsequent additions and transfers should be comparatively simple. As in the case of the wall chart, a card index system would be maintained up to date from information supplied by all depots and branches on daily or weekly summary sheets.

Whilst the success of all recording systems must largely depend upon the accuracy and regularity with which they are carried out, it is, on occasions, prudent to prepare a second line of defence if original instructions are not carried out. An example could arise relative to the indenting for spare parts on headquarters by outside depots.

### Usefulness to Storekeeper

If the method of fleet numbering previously suggested had already been adopted, such indication on the "Requisition for stores" note would be sufficient to indicate to the storekeeper the make, type and model of vehicle for which the spare part was required. If, through laxity, only the registration number was given on the requisition, there could be a substantial delay, or even the wrong parts supplied, unless the storekeeper had readily available a cross reference of registration and fleet numbers. Such cross index would require the listing of all registration marks and numbers alphabetically or, alternatively, numerically where the numbers preceded the marks.

Although not directly related to recording, it will be convenient to consider here the practical implication of vehicle requisition and location. In many large organizations it is convenient to segregate the functions of engineering and traffic within their transport departments. Alternatively, as in civil engineering, the transport department may be delegated the responsibility of providing and maintaining vehicles, whilst the allocation and use is determined by liaison between the transport department and the engineer-on-site, or his deputies.

Once the allocation of vehicles has been determined in this manner it will usually be found, in such circumstances, that it is more efficient for the man on the spot, in this case the site engineer, to be in charge of the daily operation of the vehicles. Particularly where there are rapidly changing conditions dependent upon weather or other factors, it will be unrealistic to endeavour to institute a direct chain of command from the transport manager to the site engineer, and possibly his foreman, down to the driver.

### Safeguard

A safeguard must be provided in such an arrangement to avoid the requisition of a surfeit of vehicles, which understandably might be made to provide against any eventuality. It would, therefore, be necessary to ensure that an analysis of mileages operated by vehicles at the various depots can be regularly obtained, so as to pin-point the extent to which they were being employed, and to indicate possible redundancies.

Alternatively, where this was applicable and convenient, an analysis of tonnages or units carried could also be included in such a return. For the purposes of making such a return a form could be devised with vertical columns headed depot (or branch), operator (assuming more than one was engaged) and type of vehicle. The final column could be subdivided according to the various types of vehicle employed. The horizontal division would relate to the several depots and the whole of the information would be obtained from whatever summary sheets were submitted by each depot.

S.B.

B59

## Shorter Hydraulic Cylinder

A TANDEM master-cylinder for hydraulic brakes is shown in patent No. 848,597 by the Automotive Products Co., Ltd., Tachbrook Road, Leamington Spa. The advantage of tandem cylinders is that failure of one section does not affect the other. But such cylinders are inclined to be long and difficult to accommodate on a vehicle. The aim of the improved scheme is to keep the assembly as short as possible.

In the drawing, (1) is the operating rod; this moves one piston (2) directly. The other piston (3) is free and is moved by the pressure developed by the first one. Two pressure outlets are provided, one at the end (4) and another (5) on a boss on the side of the unit, both suitable for pipe connections.

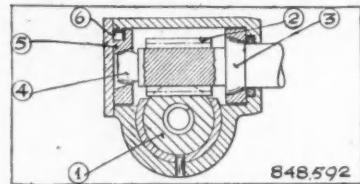
Should a leak develop in the right-hand system, the piston would continue to move until it meets the left-hand one, which would then operate normally. In the event of a leaky left side, the left piston would be pushed idly until it was arrested by a stop pin (6) striking face (7). From then on, pressure would be able to build up in the right-hand side of the master cylinder.

The piston lands (8) are made narrow, so that they do not obstruct the outlet port as they move over it.

### SELF-ADJUSTING STEERING BOX

PATENT No. 848,592 deals with rack-and-pinion steering boxes and shows one constructed so as to be self-adjusting. (W. Briggs and Burman and Sons, Ltd., Wychall Lane, Kings Norton, Birmingham, 30.)

A sliding rack-bar (1) is moved when pinion 2 is rotated by the steering



column. The pinion spindle has a spherical bearing (3) at one end and a spherical stub (4) at the other.

The stub fits a sloping hole in an end bearing block (5). This is free to slide vertically, but is biased downwards by a leaf spring (6). The effect is to hold the pinion lightly but firmly into full mesh with the rack teeth, and this action continues as the parts wear. The object of sloping the bearing hole is to keep the bearing block pressed against the left-hand wall of the casing.

### MORE DURABLE TIPPERS

TO impart durability to the floor and walls of tipping vehicles, patent No. 849,982 proposes to cover them with a protective coating. This consists of glass-fibre in synthetic resin, with the addition of a filler of aluminium oxide to resist abrasion. A light layer of foamed plastics may be interposed between the body and the glass-fibre. The patent comes from Mickleover Transport, Ltd., Twyford Works, Whitby Avenue, London, N.W.10.

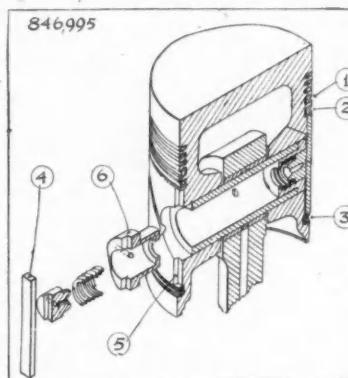
### DAMPING PISTON VIBRATION

ACCORDING to patent No. 846,995 (National Research Development Corporation, 1 Tilney Street, London, N.W.1) a

W.I.), the sideways slack of a piston can set up transverse vibrations in the cylinder liners. This has the rather surprising action of causing serious pitting on the water side of the liner. It is particularly the case with small high-speed diesel engines and its discovery is the result of investigations carried out for the Admiralty.

The essence of the proposed remedy is to cushion the piston sideways in its cylinder by trapping an annulus of oil between upper and lower rings.

The drawing is a section of a piston according to the invention. It has three compression rings at the top, followed



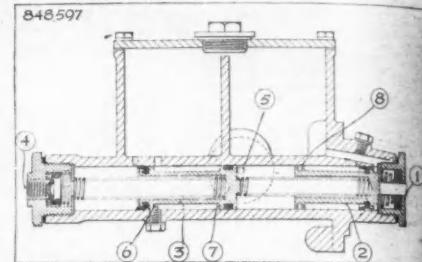
by an oil-scaper ring (1). Below this is an oil-retaining ring (2) and a similar one (3) is provided at the bottom. The space between the last two rings is thus closed off and is maintained under oil pressure from the lubrication circuit via the gudgeon pin.

To prevent oil flowing from one side to the other as the piston rocks, the space is divided into two semicircles. These are defined by vertical strips (4) lying in channels (5). The strips are pressed on to the cylinder walls by the spring and plug assembly shown at 6.

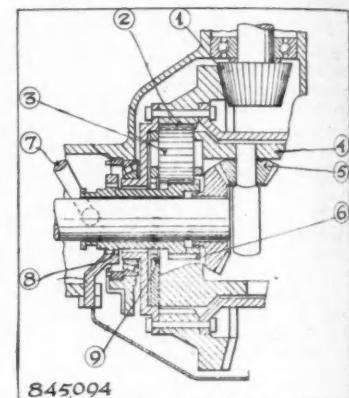
### TWO-SPEED DRIVING HEAD

A TWO-SPEED driving axle assembly is the subject of patent No. 845,094. The second ratio is obtained by epicyclic gearing. (Daimler-Benz A.G., Stuttgart Untertürkheim, Germany.)

In the drawing the conventional crown-wheel and pinion are shown at 1. The crown-wheel is carried on a separate shell which is toothed internally at 2 to form the annulus of an epicyclic unit. The planetary gears (3) turn on pins held in



an inner shell (4); this also carries the normal differential pinions (5). The sun-wheel (6) of the epicyclic unit slides on the axle half-shaft. It can be moved by a clutch fork (7). Moved to the right, as shown, the sunwheel sleeve is engaged with teeth in a stationary member (8) fixed to the casing. The epicyclic gear



then operative to give a reduction ratio.

If the sunwheel is moved to the left, it disengages the teeth (8) and engages teeth (6) with corresponding internal teeth (9) on the planet-carrier. This locks the unit solid and produces the higher ratio. The main claim made for this design is that assembly is simplified because the clutching mechanism can be inserted from the outside of the unit.

### HIGH-SPEED IGNITION

A CONTACT-BREAKER mechanism employing two movable blades instead of the usual single blade and rocker device is described in patent No. 843,740. Each contact is mounted on a flat spring and has a very low mass. This enables high speeds to be achieved. The patent comes from Mallory Metal Products, Ltd., 78 Hatton Garden, London, E.C.1.

### OPERATING CENTRIFUGAL CLUTCHES

FROM the Automotive Products Co., Ltd., Tachbrook Road, Leamington Spa, come three patents numbered 847,942/3/4. These deal with the control of centrifugal clutches and describe how the automatic action can be overcome by servo-mechanism so that the clutch can be released by the driver under all conditions of load.

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<b>2-TON</b>	COMMER 1960 "Canopy" Pick-Up. Painted Fawn White. In very good condition. 605 miles only. Seen at London	<b>\$495</b>
<b>7-TON</b>	COMMER 1959 L.W.B. Dropside Truck. Rootes Diesel. 5-speed Gearbox. 9.00 x 20 12-ply tyres. Heater. Finished Grey. Excellent Condition. 9,000 miles only. Seen at London	<b>\$1,175</b>
<b>7-TON</b>	BEDFORD 1958 Petrol-engined Tipper with all-steel scow type body. Telelever tipping gear, heavy duty tyres, chassis recently repainted. Seen at Birmingham	<b>\$760</b>
<b>5-TON</b>	THAMES 1952 Luton Van fitted with diesel engine. Very useful vehicle. Seen at Birmingham	<b>\$250</b>
<b>7-TON</b>	BEDFORD 1955 Dropside Truck with petrol engine. Repainted in your choice of colour. Seen at Birmingham	<b>\$300</b>
	— MINIBUS 1958 Morris 12-seater Minibus in Grey and Green. In fair condition. Seen at Birmingham	<b>\$385</b>
<b>3/4-TON</b>	COMMER 1960 F/C 4-berth Caravan. Fitted with Diesel Engine. Calor Gas. Heater. Excellent condition. Painted Green. Taxed December. Cost £1,060. Seen at Manchester. Accept	<b>\$925</b>
<b>7-TON</b>	COMMER 1957 Rootes Diesel Engine. 9' 7" w.b. Tipper. All-steel body. Pilot Gear. Excellent condition. "C" Licence User. Seen at Manchester	<b>\$650</b>
<b>10/12-CWT.</b>	BEDFORD 1957 Van. Low mileage. "C" Licence User. Good tyre equipment. Seen at Manchester	<b>\$185</b>
<b>15-CWT.</b>	MORRIS 1958 F/C Van. Painted Blue. Nice condition. Seen at Manchester	<b>\$250</b>
	— BEDFORD 1958 "Utilabreak." Excellent condition. Heater. Painted two-tone Red/Black. Low mileage. One owner. Seen at Manchester	<b>\$345</b>
<b>29-SEATS</b>	FORD Thames Coach 1950 Petrol. (Suit travelling Shop). Seen at Maidstone	<b>\$225</b>
<b>15-CWT.</b>	AUSTIN Omnivan 1959. Seen at Maidstone	<b>\$275</b>
<b>1-TON</b>	MORRIS 1956 Diesel Van. Seen at Maidstone	<b>\$210</b>
<b>25-CWT.</b>	AUSTIN 1950 3-way Van. Painted Black/Red. Seen at Canterbury	<b>\$75</b>
<b>8-CWT.</b>	COMMER 1957 Express Delivery Van. Seen at Canterbury	<b>\$245</b>
<b>10-CWT.</b>	MORRIS 1954 "J" Type Van. Painted Green. Seen at Canterbury	<b>\$110</b>
	— AUSTIN 1959 152 F.C. Omniccoach. Blue. 13-seater. Heater. Screenwasher. Seen at Rochester	<b>\$475</b>
<b>6 CU.YD.</b>	COMMER 1950 Tipper (Petrol). Reconditioned engine, hydraulic system recently overhauled. Good tyres. Seen at Rochester	<b>\$295</b>
<b>5 CWT.</b>	FORD Thames 1957 Van. Green. Passenger seat. New tyres on all wheels. Seen at Rochester	<b>\$249</b>

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# ROOTES



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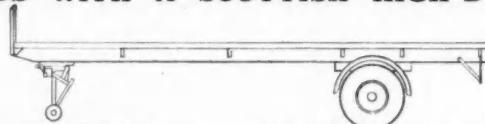


CM/SAE/10

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For all general purposes Amal ball joints are the best you can buy. The type 81 (illustrated) has Micrometer adjustment for wear or play; is instantly detachable without tools; Self-locking; Without spring pressure on head making for easy movement without play. Brass body, steel headed pin.

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##### **NEW BEDFORDS AVAILABLE FOR IMMEDIATE DELIVERY**

BEDFORD SB1 41-seater DUPLE SUPER VEGA, fitted Red pattern moquette, heaters, finished in Ivory. LIST PRICE

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1958 BEDFORD SB3 (Petrol) 41-seater Yeates, Red moquette, intercom, radio, heaters. CHOICE OF TWO. Price ... £2,850

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1955 BEDFORD (Petrol) 36-seater Burlingham Seagull, Red moquette, heaters. Price £2,150

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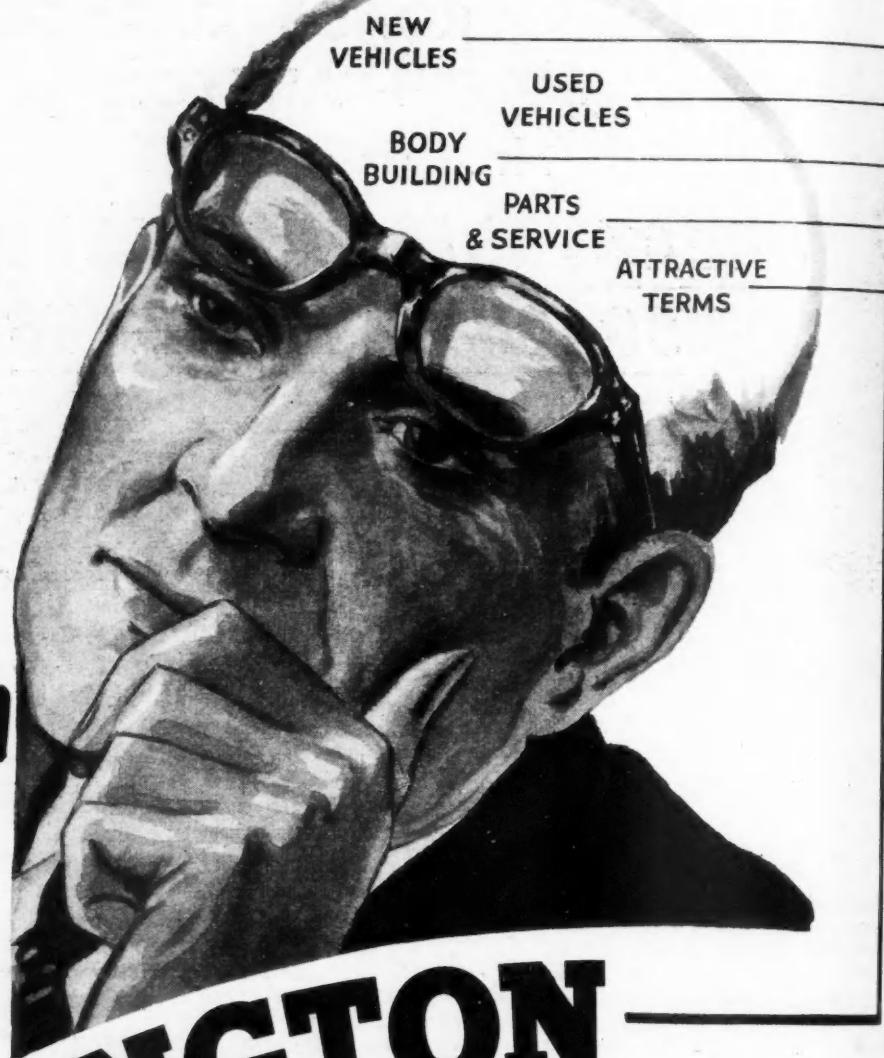
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## GOODS VEHICLES FOR SALE AND WANTED

## USED GOODS VEHICLES

## A.E.C.

A.E.C. Matador 4 x 4s; unregistered, new batteries, spare wheel, good running order, £800 each.

L. W. VASS, LTD., Ampthill, Bedford, Ampthill 3255.

1957 Majestic Steer, 9.6 engine, air brakes, 9.00 x 24 tyres (new), £1,850.

1950 Mammoth Major 8-wheeler double-drive, 9.00 x 24 tyres, air brakes, £950. Recently off Cark. Phone: Swindon 35100.

A.E.C. 6 x 6 Matadors, T. E. Cunliffe, 45 R. Wellington Rd., Handsworth, Birmingham, Northern 0832.

1959 Medium-wheelbase 13-cu.-yd. A.E.C. tipper.

NEWPORT MOTORS, East Usk Rd., Newport, Monmouthshire, Phone 59441.

1957 A.E.C. tipper, 7.7 engine, excellent runner, £883-125.

1952 very good cab and large body, well maintained, £1,200.

1956 A.E.C. chassis and cab, ex-petrol company, 9.6 x 6 engine, double drive, air brakes, in very nice order, £1,500.

1949 A.E.C. 4-wheeler boxvan, 9.6 engine, in very good running order, complete with fittings for tipping trailer, £375.

RUSH GREEN MOTORS, Langley, Hitchin, Herts, Stevenage 1-4.

1947 September, Monarch, alloy cab and body, ex-well-known C-licence user, in 1958 condition, choice of several, £375.

4 CARRUTHERS LTD., Liverpool, 3, Central 2047.

CHOICE of two A.E.C. Mammoth Majors, 9.6 engine, 6-wheeler, late 1947, immaculate condition, price £800 each. Apply Faygate, Sawmills, Faygate, nr. Horsham, Sussex. Faygate 316.

883-9325

## A.E.C. Wanted

A.E.C. Monarch, short wheelbase, full particulars, price, Box CM827, care of "The Commercial Motor."

## ALBION

1957 Late, Clydesdale, 4-cylinder Albion engine, 9.00 x 20 ft. platform, choice of five.

OSWALD TILLOTSON, LTD., Used Vehicle Division, Summit Works, Burnley, Phone: Burnley 2201, extension 18.

## BROWNHILLS MOTOR SALES.

LEYLAND, ALBION, SCAMMELL.

EARLY delivery of new ALBION Reivers.

SEE our advertisement under Used Goods Vehicles Unclassified.

## BROWNHILLS MOTOR SALES.

WATLING STREET (AS), BROWNHILLS, STAFFS. Phone: Brownhills 2307, 23367 and 2392.

883-121

1957 ALBION Reiver 6-wheel flat, fitted Homalloy cab, 22-ft. alloy body, Leyland engine, auto-lubrication and 9.00 x 20 tyres, in first-class order, £1,250.

1947 ALBION 8-wheel flat, fitted with 6LW Gardner engine, good order.

CENTRAL GARAGE (UPPINGHAM) LTD.,

MARKET PLACE,

UPPINGHAM, RUTLAND.

Phone: Uppingham 3296-7-8.

883-441

1955 ALBION (Claymore) 5-ton, 18-ft. 6-in. platform body, new tyres, perfect order, £355. Edgware 2572.

1955 ALBION lorry, 1952, 8-wheeler, tyres 80%, £850. Bawtry Timber Co., Martin Hall, Martin Lane, Bawtry 338.

885-9306

## Albion Wanted

ALBION short-wheelbase truck not more than 9 years old, preferably 1955 F.T. 37 H.T. chassis, 9-ft. 8-in. wheelbase, 8.25-20 (12-ply) tyres. Details to Transport Manager, Bentalls, Ltd., Kingston 1001.

883-111

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882-737

ATKINSON 8-wheeler, 24-ft. double-floor platform de cab, registered 1957, A.E.C. 11.3 engine (130,000 miles), double drive, 9.00 x 24 tyres, cost £5,400 new, many extras, including air brakes, front and rear twin fuel tanks, flashing indicator, heater and demister, a good clean vehicle which has been well maintained.

B.C.F. TRANSPORT CO., LTD., Berks Avenue, Leeds 645530.

883-9280

## Used Goods Vehicles (contd.)

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1957 ATKINSON 11.76, 24-ft. flat, 8-wheeler, ex condition, available immediately.

1957 ATKINSON 8-wheeler, 6LW, 24-ft. flat, auto-lubrication, low mileage, specimen vehicle.

1957 ATKINSON 8-wheeler, 6LW chassis and cab, bodywork to instructions, reconditioned and ready for work now.

R.YLAND GARAGE, LTD., Ryland St., Birmingham, 883-116.

Edgborough 4501-5.

1952 Dismantling ATKINSON 8-wheeler, 6LW, all spares available; no cab and no radiator. Langley Mill Commercial Vehicles, Ltd., Langley Mill 2623, Notts.

1960 ATKINSON 8-wheel, 24-ft. platform truck, Gardner 6LW, double drive, heater, 8x3-249, heater, 40 x 8 tyres, well maintained and carefully used since new, in excellent condition throughout, automatic lubrication.

T. RICHARDSON AND SONS, LTD., 100 Dudley Rd., Oldbury, near Birmingham, Phone: 883-109.

1955 ATKINSON 8-ton chassis and cab, 2-speed axle, 5-speed David Brown Box, very clean.

JACKERY AND CO., Maybells Farm, Ripple Rd., Epsom, Surrey, 883-97.

1957 ATKINSON 6-wheeler, double-drive, C-licence owner from new, in excellent condition, £385. Walter Walker (Ecclesfield) Ltd., Ecclesfield, near Sheffield, Phone: 883-249.

1951 ATKINSON 8-wheeler, Duramul body and glass fibre cab, with wrap-round screen, rebuilt throughout in 1958, 36 x 8 tyres, as new, this vehicle is in immaculate condition and could be compared with a vehicle two years old, £1,550. Edg 2572.

## AUSTIN

AUSTIN 6 x 4 chassis and cab, very low mileage, complete with new battery, spare wheel and tyre, £180.

L. W. VASS, LTD., Ampthill, Bedford, Ampthill 3255.

1953 AUSTIN 5-ton petrol van with side and rear roller shutters, 770-cu.-ft. capacity, rear major engine, attention and new steering box, £195. A. A. Clark, Ltd., Frances Rd., Windsor, Phone: 1130, 884-9276.

## H. A. SAUNDERS, LTD.

AUSTRIN DISTRIBUTORS.

AUSTIN 1959 5-ton drop-side trucks, 5.1 B.M.C. diesel engines, owner-driven and in first-class condition.

AUSTIN 1958 5-ton drop-side truck, petrol, very low mileage, owner-driven, £1,000.

AUSTIN 1957-8 15-ton Omnivans: choice of five.

THE above vehicles carry our Stand By guarantee. Hire-purchase, part-exchange, body building.

ALWAYS a large selection of AUSTIN trucks and vans available from 3 cwt. to 5 tons.

## H. A. SAUNDERS, LTD.

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Hillside 5272, ext. 22. 883-101

4 X 4, good selection, low mileage, M.O.S. rebuilds, from £150 each; 6 x 4, very low mileage, M.O.S. rebuilds, chassis and cabs, from £175 each.

J. DEY &amp; STEWART, LTD., Alfreton, Derbyshire, Phone: Leatbrook 477.

1959 AUSTIN B.M.C. diesel tractor unit, Scammell coupling, almost as new, 6,000 miles only, £800.

1959 AUSTIN B.M.C. diesel tractor unit, S.A.E. coupling, 2-speed axle, almost as new, really well maintained, small mileage, £750. Trailers available if required.

1959 AUSTIN B.M.C. diesel 7-ton long-wheelbase truck, 18-ft. body, very small mileage, almost as new condition, £850.

TERMS and exchanges.

RUSH GREEN MOTORS, Langley, Hitchin, Herts, Stevenage 1-4.

AUSTIN 5-ton, platform articulator in good working order, £700. 9.00 x 20 tyres, very good condition, £1,000. A. P. Dyson, 1956, 1957, 1958.

1958 AUSTIN 5-ton, platform articulator, very good condition, £1,000. A. P. Dyson, 1956, 1957, 1958.

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1959 AUSTIN 5-ton, platform articulator, very good condition, £1,

## Used Goods Vehicles (contd.)

**1958** AUSTIN tractor unit, fifth wheel coupling, vacuum brakes, £700. Hamblins of Rushden, Phone, Rushden 3211, Northamptonshire. 883-151

**1955** AUSTIN B.M.C. diesel 3-ton long-wheelbase truck, in nice condition, £250. Edgware 2572. 883-358

**£465.** 1954 AUSTIN B.M.C. diesel 3-ton Luton furniture van, 1,250 cu. ft. capacity, drop well, walk-in tailboard, one owner since new, any trial. **KIRKHAM'S COMMERCIAL MOTORS**, Hilton St., Salford, 7. Phone, Broughton 2316, 2437. 883-530

## BEDFORD

**PARSONS AND PARSONS (GARAGES), LTD.**

THE BEDFORD MAIN DEALERS.

FOR YOUR NEW OR USED BEDFORDS BACKED BY SEVEN DAYS A WEEK AFTER-SALES SERVICE OFFER, SUBJECT TO REMAINING UNSOLD, THE FOLLOWING:—

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**NEW BEDFORD** 15-cwt. 1961 model, CAL van, H.D. tyres and springs, £380.

**NEW BEDFORD** 15-cwt. CAL semi-utility Busette, ivory and blue, £618.

**NEW BEDFORD** 15-cwt. CAS van 1961 model, H.D. tyres and springs, £460.

**NEW BEDFORD** 15-cwt. CAL all-metal Walker pickup with tilt, £586.

**NEW BEDFORD** 15-cwt. Martin Walter P.S.V. Utilibus, £773.

**NEW BEDFORD** 6-ton (new cab) 151-in.-wheelbase forward-control chassis-cab, 300 diesel, rear shock absorbers, £1,191.

**NEW BEDFORD** 7-ton (new cab) 167-in.-wheelbase forward-control chassis-cab, 300 diesel, £1,220.

**NEW BEDFORD** 10-ton (new cab) 167-in.-wheelbase forward-control chassis-cab, 300 diesel, £1,220.

**NEW BEDFORD** 10-ton tractor unit, Scammell coupling, 2-speed axle, £1,445.

**NEW BEDFORD** 10-ton tractor unit, Scammell coupling, 2-speed axle, £1,357.

## USED BEDFORDS.

**1960** BEDFORD 7-ton long-wheelbase 20-ft. drop-side body, 300 diesel, 2-speed axle, 9.00 x 20 tyres, low mileage, choice of two at £1,250 each.

**1958** BEDFORD 15-cwt. milk floats, choice of four, £295.

**1957** BEDFORD 5-ton petrol drop-side metal-body tipper, £450.

**1954** BEDFORD 5-ton tipper, petrol, £375.

**1953** BEDFORD 5-ton tipper, petrol, £350.

**1959** BEDFORD Calthorpe caravan, many options, £565.

**1957** BEDFORD CA vans, from £200.

**PARSONS AND PARSONS (GARAGES), LTD.**

HARLOW, ESSEX.

Phone, Potter Street 121. 883-81

## CAPITAL MOTOR CO., LTD.

REMINGTON STREET,  
CITY ROAD, LONDON, N.I.

Phone, Clerkenwell 7456.

BEDFORD MAIN DEALERS.

**NEW** 3-ton BEDFORDS ex stock.

**1960** BEDFORD Utilabrate, as new, 1,000 miles, £425.

**1956** BEDFORD CA vans and conversions, good order, from £245.

**CAPITAL MOTOR CO., LTD.**, Remington St., City Rd., London, N.I. Phone, Clerkenwell 7456. 883-300

HUNTER VEHICLES, LTD.

CROWN WORKS,  
290 SOUTHWICH ROAD,  
ENFIELD.

**1955** BEDFORD 25-cwt. metal van, petrol, rear doors, wheel boxes, one owner, immediate delivery.

HIRE-PURCHASE TERMS ARRANGED.  
HOWARD 4184. 883-309

**1957** BEDFORD Spurting standard 35-cwt. petrol van, one owner, excellent condition, univited. Westons Motors, Ltd., Cambridge Rd., Hitchin. Phone 3681.

**4 X 4**, with winch, low mileage, M.O.S. rebuilds, from £4,000 each. **CUNDY AND STEWART, LTD.**, Alfreton, Derbyshire, Phone, Leatbrook 477. 883-818

**1957** BEDFORD 7-ton standard trucks, 300 engine, choice of five, very clean condition.

**O'SWALD TILLOTSON, LTD.**, Used Vehicle Division, Summit Works, Burnley. Phone, Burnley 2201, extension 18. 883-41

**E. J. BAKER AND CO. (DORKING), LTD.**  
BEDFORD  
MAIN DEALERS.

NEW BEDFORDS for immediate and early delivery.

**1957** BEDFORD 6-ton normal-control 5-cu.-yd. steel tipper, Bedford 300-cu.-in. diesel engine, £575.

**BEDFORD** 1,000-cu.-ft. Luton van, excellent condition, £225.

## 55-61 LONDON STREET.

CHERTSEY, Surrey. 883-333

## Used Goods Vehicles (contd.)

## LAWSON PIGOTT MOTORS, LTD.

BEDFORD MAIN DEALERS.

GOING FORWARD? THEN GO MODERN WITH  
A BEDFORD "TK."

## NEW TK 1,000-CU.-FT. LUTON VANS.

BODIES of light aluminium alloy with walk-in tailboard, low floor height, on new, forward-control BEDFORD TK 4-cylinder diesel chassis-cab, pleasing appearance, unladen weight under 3 tons, CONSTRUCTED BY CRAFTSMEN—built to last.

FAVOURABLE delivery, price £1,495 unpainted.

SPECIAL quotations for larger bodies and other types of bodywork, both light aluminium alloy and composite construction, sent on request.

## NEW BEDFORDS FOR IMMEDIATE DELIVERY.

NEW BEDFORD TK 5-ton long-wheelbase truck, diesel.

NEW BEDFORD TK 7-ton short-wheelbase chassis-cab, diesel.

NEW BEDFORD 5-ton normal-control 179-in.-wheelbase chassis-cab, diesel.

NEW BEDFORD 7-ton normal-control short-wheelbase tipper, diesel.

NEW BEDFORD 10-12 and 15-cwt. short- and long-wheelbase chassis-cabs.

NEW BEDFORD Kenebrake 12-seater.

NEW BEDFORD 12-seater Utility, £385.

BEDFORD 10-ton tractor unit (petrol), complete with 23-ft. platform trailer, £575.

MANY other models available.

PART-EXCHANGES? Certainly! Hire-purchase terms.

SALES STAFF IN ATTENDANCE UNTIL  
5 P.M. SATURDAYS.

## PHONE BARNET 1066.

186 EAST BARNET ROAD,  
NEW BARNET.

320 KING STREET, HAMMERSMITH,  
LONDON, W.6.

## PHONE RIVERSIDE 4111. 883-349

## WHALEBONE MOTORS, LTD.

OFFER:—

**1956** BEDFORD 7-ton diesel boxvan, fitted hydraulic tail lift, excellent throughout.

**1959** BEDFORD 7-ton Scammell unit with 3 18-ft. Scammell trailers, one pantechnicon trailer, one 23-ft. 10-ton trailer, excellent throughout.

## WHALEBONE MOTORS, LTD.

239-241 HIGH ROAD,  
CHADWELL HEATH, ESSEX.

Phone, Seven Kings 5282. 883-428

## GRAND GARAGES (RICHMOND), LTD.

THE leading South-west London BEDFORD main dealers.

IMMEDIATE or early delivery of all BEDFORD models.

ALWAYS a selection of good used vehicles available.

**RICHMOND RD.**, Twickenham, Middx. Phone, Popes-grove 2216 (six lines). 883-514

—

1957 BEDFORD CAV van, unmarked, £295.

ICKS CAR SALES, LTD., Exeter Rd., London, N.W.2. Gladstone 7175. 883-184

1960 BEDFORD diesel 35-cwt. van, 8,000 miles, large-quality body with roller shutter and drop tailboard, £695.

1956 BEDFORD CA van, £245.

1949 BEDFORD 5-ton long-wheelbase, recently fitted new 4D diesel and alloy body, £275.

1953 BEDFORD Scammell 7-ton articulated unit, petrol, one owner, above average, £250.

JOHN JORDAN, Ford and Rootes Official Dealers, Manor Garage, Sandy, Beds. Phone, 271. 883-227

## COTSWOLD HAULAGE.

1951 BEDFORD 7-ton steel W body tipper, fitted Perkins R6 Mk. 2 engine, six months old. 883-245

1953 BEDFORD 5-ton A-type steel-body tipper, fitted Perkins P6 engine, £275.

1949 BEDFORD 5-ton long-wheelbase steel-body drop-side tipper, 8-cu.-yd. petrol engine, £85.

1947 BEDFORD 30-cwt. van, £30.

1955 BEDFORD CAV van, £135.

November, BEDFORD 7-ton diesel, 6-cu.-yd. double-drop-side steel-body "U-floor" tipper, £295.

1954 BEDFORD 7-ton long-wheelbase double-drop-side truck, taxed December, one owner, very clean, £245.

1952 BEDFORD 10-ton tractor unit, ex-Mobil Gas Co., one owner, very tidy all round, £155.

STOCK ALWAYS CHANGING. WHY NOT GIVE US A RING IF THE VEHICLE YOU REQUIRE IS NOT LISTED ABOVE. WE MAY BE ABLE TO HELP.

## TERMS AND EXCHANGES.

## COTSWOLD HAULAGE

(SALES), EAST STREET,

FARNHAM, SURREY.

Phone, Farnham 4049, day or night. 883-402

## Used Goods Vehicles (contd.)

## HAMILTON MOTORS (LONDON), LTD.

THE MAIN BEDFORD DEALERS.

WE always have a comprehensive stock of the finest quality vehicles.

WE invite you to inspect these before you make your purchase. A sample of our stock is as follows:—

**1954** BEDFORD 25-cwt. Spurling van, blue, £225.

**1953** BEDFORD 5-ton short-wheelbase tipper, £395.

**1952** BEDFORD 7-ton short-wheelbase tipper, 5-cu.-yd., £325.

**1951** BEDFORD 7-ton U tipper, £395.

**1950** BEDFORD 7-ton truck, £395.

**1949** BEDFORD 7-ton short-wheelbase tipper, £395.

**1948** BEDFORD 7-ton R6 diesel tipper, long wheelbase, £625.

**1947** BEDFORD 7-ton alloy platform, Comet engine, £445.

OUR showrooms are open until 6 p.m. daily and 5 p.m. Saturdays.

PLEASE note address of our additional premises:—

**1952** BELSIZE RD., N.W.6. Mai 0712.

**HAMILTON MOTORS (LONDON), LTD.**, 466-490 EDGWARE ROAD, LONDON, W.2.

AMBASSADOR 7211. PADDINGTON 00224. 883-317

CARM OF LONDON,  
THE LONDON CENTRE.FOR NEW AND USED BEDFORDS.  
IMMEDIATE DELIVERY.

NEW BEDFORD 10-12-cwt. and 15-cwt. long- and short-wheelbase vans.

NEW BEDFORD Workbuses.

NEW BEDFORD TK 7-ton 300 diesel chassis-cab.

NEW BEDFORD 3-ton drop-side diesel.

NEW BEDFORD normal-control 179-in. wheelbase chassis-cab, 300 diesel.

ALSO the following reasonably priced used BEDFORDS:—

BEDFORD Spurmotility.

BEDFORD Workbuses; choice of two.

BEDFORD Farmer's Utilabrate.

BEDFORD 7-ton short-wheelbase petrol tipper.

BEDFORD 7-ton, Comet diesel, drop side.

BEDFORD 5-ton diesel truck.

LARGE selection of CA vans, many overhauled and repainted from £100.

OTHER makes and models always available.

BACKED BY UNQUALLED SERVICE AND SPARES FACILITIES.

BEDFORD RECONDITIONED ENGINES FROM STOCK.

NEW TK MODEL AVAILABLE FOR DEMONSTRATION.

WRITE, PHONE OR VISIT

## THE BEDFORD CENTRE.

LEIGHTON ROAD,

LONDON, N.W.5.

Gulliver 5555. 883-420

**1955** BEDFORD P6 diesel 5-ton long-wheelbase hydraulic tipper, £350, or terms arranged.

**1954** BEDFORD P6 diesel 5-ton short-wheelbase hydraulic tipper, £285.

**1953** ENRY EATON, LTD., 101-103 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146.

**1955** BEDFORD 5-ton A-type short-wheelbase tipper, Perkins P6, excellent condition, £325.

**1957** A. AND L. VEHICLE SUPPLY CO., 271-281 Great Eastern, Salford, 1511. Phone, 2705.

**1957** BEDFORD 7-td. petrol tipper, perfect condition, £250.

**1956** BEDFORD 5-td. steel drop-side tipper, perfect condition, all round, £300.

**1954** BEDFORD 7-td. R6 diesel tipper, very good condition, all round, £275.

**1955** PRESCOTT PLACE, Cipriani, S.W.4. Phone, 2264. 883-203

**1955** BEDFORD P6 diesel 15-ton box body, £800.

**1954** COOMBE SERVICE STATION (FORD, Main Dealer), By-pass, Chelmsford. Phone, 2909. 883-424

**1950** BEDFORD P6 engine, good condition, £295.

**1953** Mansfield Autos, Ltd., High Rd., Broxbourne, Hertfordshire. Phone, 4567.

**1954** 5-ton, petrol, alloy box body, C licence, one owner, £295. Gre 4881-7.

**1954** 7-ton BEDFORD tipper, P6, 9 yd.; 1953-7-ton Bedford tipper, petrol, extension sides, miles, Price Car Sales, Nelson Rd., Gillingham, Kent. Phone, 51635. 883-2275

**1954** BEDFORD 5-ton P6 diesel 15-ft. boxvan, all new, 20,000 miles, one owner, fair all-round condition, including tyres, £350.

**1954** FREDERICK RAY, LTD., Grovebury Rd., Buntingford. Phone, 192 and 224-225. 883-517

**1955** BEDFORD R6 10-ton prime mover, complete with 23-ft. Scammell platform trailer, excellent condition, £20.

**1953** MARSHALLS (CAMBRIDGE), LTD., 120 Rd., Bedford. Phone, Bedford 63886. 883-32

### Used Goods Vehicles (contd.)

**1956** BEDFORD 4-5-ton special long-wheelbase forward-control chassis-cab, fitted boxvan body, 34-ft. interior length, one C-licence owner, mechanical condition guaranteed, £350. Com-Motors, Ltd., Fortress Grove, London, N.W.5. Guilliver 5888. 883-504

#### Bedford Wanted

BEDFORD ALL TYPES WANTED.

BEDFORDS WANTED FOR CASH.

### CHANDLERS MOTORS, LTD.

71 GREENWICH SOUTH STREET,  
LONDON, S.E.10.

Greenwich 2033-4.

### Used Goods Vehicles (contd.)

**1957** COMMER medium-wheelbase coal tipper, £750.

**1957** COMMER short-wheelbase diesel tipper, £305.

**HAMBLINS OF RUSHDEN**, Rushden 3211.

**COMMER** 10-ton 6-wheelers, 24-ft. platform, 9.00 x 20 tyres, air brakes, etc., artics, tippers, vans, etc.

**PALMERSTON** 10-ton 6-wheelers, the Commer People, Hford 0032. Prompt delivery.

**NOVEMBER**, 1957. **COMMER** TS3 6-wheel, 22-ft. drop-side lorry, air brakes, Boys axle, £950, or terms arranged.

**HENRY EATON, LTD.**, 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146.

**1956** COMMER TS3 diesel long-wheelbase, excellent tyres, good clean vehicle, £600.

**COX'S MOTORS (HILTON LTD.)**, 127 Hill Top, West Bromwich. Phone, Wednesbury 0470. 883-434

**£395.** 1955 **COMMER** TS3 diesel long-wheelbase

platform lorry, 18-ft. 6-in. body, as new

throughout. **KIRKHAM'S COMMERCIAL MOTORS**, Hilton St., Salford 7. Phone, Broughton 2316, 2437. 883-531

**1959** **COMMER** 30-cwt. diesel van, in primer, choice of three, £250.

**DAKTHORPE MOTOR CO.**, North Circular Rd., Palmers Green 1023. 883-386

**Nov. 18, 1960—THE COMMERCIAL MOTOR 67**  
(Supplement)

### Used Goods Vehicles (contd.)

#### HUNTER VEHICLES, LTD.

CROWN WORKS,  
290 SOUTHBURY ROAD,  
ENFIELD.

**1956** THAMES 3-ton boxvan 540 cu. ft., 4D engine, excellent condition throughout.

**1957** Trader 4-ton boxvan, 640 cu. ft., 4D engine, near-side shutter, rear shutter, flat floor, one owner, £200.

**1956** THAMES 3-ton chassis-cab only, 4D engine, 157-in. wheelbase, one owner, excellent condition throughout.

#### IMMEDIATE DELIVERY.

HIRE-PURCHASE TERMS ARRANGED.

Howard 4184. 883-308

**1960** Trader 7-ton Edbro steel body drop-side tipper, throughout. £875.

**1960** 7-ton, Edbro steel body, drop side.

**1959** heater, flashers, nice machine, £845.

September, 7-ton Anthony steel body drop-side, £850.

TRADER 3-ton, long-wheelbase, drop side, low mileage, 4-cylinder petrol engine, £350.

ORDISON 4D 3-ton, long-wheelbase, drop side, 1955, just renewed, nice machine, £750.

D. EASTWOOD (COMMERCIALS), 27 Aston Rd., North, Birmingham. Aston Cross 3467. 883-159

#### WELLSTON MOTOR CO., LTD.

381-389 WEST GREEN ROAD, LONDON, N.15.

Phone, Bowes Park 6821.

#### OFFER NEW LUTON VANS

FOR

#### EARLY DELIVERY.

883-275

**1960** Thanes Trader, 6D, 7-ton long-wheelbase truck, 18-ft. body, very low mileage, excellent order, £850.

**1959** Thanes Trader 7-ton tipper, 7-yd. steel body, in also other good traders in stock.

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Stevenage 174. 883-218

**1960** FORD, 6D County 6-wheel, 24-ft. 10-in. platform, trailing axle, new 9.00 x 20, low mileage, £1,450.

**1960** FORD, 6D, 7-ton, 9.00 x 20, 18-ft. platform, low mileage, £875.

**1959** FORD, 6D 160-in. 7-ton 18-ft. platform, 10,000 miles, Michelin B20s, £775.

**1959** FORD, 6D short-wheelbase steel tipper, 20,000 miles, £615, new Ford forward-control 15-cwt. chassis-cab.

**1959** FORD, 6D 7-ton 18-ft. wheelbase 15-ft. drop-sider, heater, flashers, etc., choice of three, £750.

**1958** FORD, 15-cwt. van, one owner, £1,315.

**1958** FORD 4D long-wheelbase tipper, recent repaint, well shod. £1,325.

**1955** FORD 4D long-wheelbase 16-ft. drop-sider, £1,200.

NEW FORD forward-control 15-cwt. vans, choice of two, factory colours.

OFFICIAL FORD dealers.

JOHN JORDAN, Manor Garage, Sandy, Beds. Phone, Sandy 21-2.

**1958** Short-wheelbase 6D Thanes Trader tipper, fitted Anthony host tipping gear, £850.

**CENTRAL GARAGE (UPPINGHAM), LTD.**

MARKE PLACE  
UPPINGHAM, RUTLAND.

Phone, Uppingham 3296-7-8. 883-444

**1960** THAMES 15-cwt. van, just run in, as new.

**1959** THAMES 7-cwt. van with extras, good condition, £110.

**1958** THAMES 15-cwt. van, good condition, £125.

**1956** THAMES 5-ton 4D long-wheelbase drop-side truck, good condition, £130.

**CODMBS COMMERCIAL (GUILDFORD), LTD.**

Portsmouth Rd., Guildford, Surrey. Phone, Guildford 6280.

**1959** FORD, 6D short-wheelbase steel tipper, £875.

Rushden 3211. Northamptonshire. Phone, 883-190

#### W. H. HAROLD PERRY, LTD.

MAIN FORD DEALERS

FINCHLEY.

**1959**, December, Thanes Trader 7-ton 6D long-wheelbase platform truck, 18,000 miles, many extras, £975.

December, Thanes Trader 7-ton 6D long-wheelbase platform truck low mileage, many extras, £945.

**1959** Thanes Trader 7-ton 6D 7-cu.-yd. tippers, new Anthony metal bodies and tipping gears, choice of three.

Thanes Trader 5-ton 6D Edbro drop-side metal-body tipper, £825.

Thames Trader 7-ton 6D long-wheelbase drop-side metal-body tipper, twin range, £1,245.

**1959** FORD, 6D articulated 6D, 1,500 cu.-ft. body mounted on Tasker fifth-wheel trailer, many extras, £1,795.

GOOD selection of Thanes and Redford light vans and 2-seaters. Hire-purchase facilities available.

**297** BALLARDS LANE, North Finchley.

#### HILLSIDE 8888.

883-176

A35

BEDFORDS wanted, Bedford wanted.

**Bedford!** Trucks, tippers, vans, Lutons, etc. G.T.C. Commercial, Ltd., 2 Addison Rd., Bow Rd., E.3. Advance 3242-3.

**BEDFORD**, 6-type 10-ton petrol tractor unit, 1959, a low-mile vehicle in first-class condition could be considered. John Birkmyre, Ltd., Fordingbridge Hants. 3035.

**A BEDFORD for sale?** Phone, Hamilton Motors, A66-812, Edware Rd., London, W.2. Phone, Paddington 0822 (12 lines). Immediate settlement and best prices.

#### B.M.C.

1956 7-ton B.M.C., power steering 2-speed axle. JACKERY AND CO., Maybells Farm, Ripple, Barking, Essex. Dominion 5584. 883-938

#### L. A. M'ICHELL (MOTORS), LTD.

DODGE DISTRIBUTORS,

PERKINS DIESEL DISTRIBUTORS.

**1955**, December, B.M.C., diesel-engined 7-ton medium-wheelbase truck with drop sides, over steering, Eaton 2-speed axle, one owner, £395. NEW 16-ft. 6-in. platform body to suit B.M.C., £70.

**1 BALHAM HIGH RD., S.W.12.** Phone, Balham 2234. 883-201

#### WHALEBONE MOTORS, LTD.

OFFER—

**1957** B.M.C. 4-wheeler, power steering, Eaton 2-speed axle, 22-ft. platform body.

**1957** B.M.C. tractor unit Scammell coupling.

**1956** B.M.C. 3-ton long-wheelbase chassis-cab.

**1956** B.M.C. 5-ton high-sided alloy body.

**1956** B.M.C. 5-ton tipper, alloy body.

**1956** B.M.C. 5-ton tipper, alloy body.

#### WHALEBONE MOTORS, LTD.

239-241 HIGH ROAD,

CHADWELL HEATH, ESSEX.

Phone, Seven Kings 5282. 883-429

**1958** B.M.C. diesel 6-wheeler, Boys extension, 21-ft. drop-sided body in very good and clean condition, well maintained, fitted 2-speed axle and power steering, £850.

**1959** B.M.C. diesel 7-ton long-wheelbase truck, latest type cab in very good order, one owner, since new, £800.

ALSO several other good B.M.C. vehicles in stock.

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Stevenage 174. 883-216

**1960**, control, as brand new: choice of two, D. D. Eastwood (Commercial), 27 Aston Rd., North, Birmingham. Aston Cross 3467.

#### COMMER

**1960** COMMER 15-cwt. 4-berth caravan, works miles.

RAWNSLEY LTD., Mount Pleasant, Tunbridge Wells, Phone, Tun Wells 3494. 883-9249

**1958** COMMER TS3 12-ton articulated, rear in excellent condition, one owner, thoroughly recommended, £1,000.

**MARTIN'S ALTER, LTD.**, St. George's Place, Canterbury. Phone, 4382.

**1958** COMMER 5-ton TS3 platform trucks, 21-ft. bodies, one C-licence owner, in good condition (maximum use for capacity), loads only, choice of two.

**1956** B.M.C. 5-ton TS3 platform truck, 18-ft. 6-in.

**F. N. MORGAN AND CO., LTD.**, 57 Chestnut Rd., Newport, Mon. 58411. 883-9283

COMMER 5-ton van, all-aluminium body, 3-way loading, roller-shutter, 100 cu. ft. body, in excellent condition throughout, excellent paintwork, colour cream, no writing, bargain, £195. Mr. Alfred Hales, 7 Manor Rd., Wales, Nr. Sheffield. Phone, Kiveton 476. 884-9406

**SHEDDON MOTOR SERVICES**, 2119 Sheldon Rd., Sheldon, Birmingham, 26. Phone, Sheldon 4386-7-8. 883-131

**1957** COMMER 8-cwt. EDV, taxed to December, £220. Acorn 6731. 883-178

**1960** COMMER Roots diesel, 18-ft. drop-sided, 9.00 x 20, 17,000 miles, taxed, £1,125.

**1956**, Datto, taxed £550.

**1957** COMMER Superseate 6-ton, P6 diesel, drop-sided, 5-speed, £175.

**1951** COMMER Superseate 6-ton, P6 diesel, drop-sided, 5-speed, £175.

**LOWEST H.P. terms.** Open Sunday mornings.

JOHN JORDAN, Official COMMER Dealers, Manor Garage, Sandy, Beds. Phone, 271. 883-128

**1957** COMMER 7-ton TS3 long-wheelbase truck, 18-ft. body, £675. Phone, 3211. 883-146

**1954** COMMER 7-ton truck, petrol, 9.00 x 20, 20 tyres, excellent mechanical order, £100. Coppermill 4777 or 4713.

### Used Goods Vehicles (contd.)

**1957** COMMER medium-wheelbase coal tipper, £750.

**1957** COMMER short-wheelbase diesel tipper, £305.

**HAMBLINS OF RUSHDEN**, Rushden 3211.

**COMMER** 10-ton 6-wheelers, 24-ft. platform, 9.00 x 20 tyres, air brakes, etc., artics, tippers, vans, etc.

**PALMERSTON** Prompt delivery.

**NOVEMBER**, 1957. **COMMER** TS3 6-wheel, 22-ft. drop-side lorry, air brakes, Boys axle, £950, or terms arranged.

**HENRY EATON, LTD.**, 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146.

**1956** **COMMER** TS3 diesel long-wheelbase, excellent tyres, good clean vehicle, £600.

**COX'S MOTORS (HILTON LTD.)**, 127 Hill Top, West Bromwich. Phone, Wednesbury 0470. 883-434

**£395.** 1955 **COMMER** TS3 diesel long-wheelbase

platform lorry, 18-ft. 6-in. body, as new

throughout. **KIRKHAM'S COMMERCIAL MOTORS**, Hilton St., Salford 7. Phone, Broughton 2316, 2437. 883-531

**1959** **COMMER** 30-cwt. diesel van, in primer, choice of three, £250.

**DAKTHORPE MOTOR CO.**, North Circular Rd., Palmers Green 1023. 883-386

#### Commer Wanted

**COMMER** Roots diesel, 11-ft. 9-in. wheelbases wanted.

Phone, Ealing 7987. 883-413

#### DODGE DISTRIBUTORS

for

GLoucestershire, Herefordshire, Wiltshire.

#### H. R. WILSON & SCOTT, LTD.

MONK MEADOW, GLOUCESTER.

Phone, Gloucester 2447-8.

ALWAYS NEW MODELS AND USED VEHICLES IN STOCK.

#### PART EXCHANGES WANTED

883-830

#### GORDON KING MOTORS, LTD.

FORD AND THAMES DEALERS.

**1957** FODEN 8-wheel 6LW. 22-ft. 5-speed, drop-side axles, excellent order, very reasonable prices. Box CMS821, care of "The Commercial Motor." 883-9290

**1946** FODEN 4D 7-tonner, long-wheelbase, drop-side.

**1946** FODEN 4D 7-tonner, long-wheelbase, drop-side, 21-ft. 5-speed, gearbox, £295, or H.P. arranged.

**E.R.F.** 5-speed gearbox, £295, or H.P. arranged.

**HENRY EATON, LTD.**, 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146.

#### FODEN

6,000-18,000 miles, many extras, £750.

**FODEN** 4D 7-tonner, long-wheelbase, drop-side, 21-ft. 5-speed, gearbox, £295, or H.P. arranged.

**1955** FODEN 8-wheel 6LW, double drive, 9.00 x 21-in. tyres, 24-ft. flat, in very good condition, £5950.

**4 CARRUTHERS ST.**, Liverpool, 2014. 883-1621.

#### Foden Wanted

£1952. 8-wheel 6D, 24-ft. platform, one owner, in good mechanical condition, £1,000.

884-9207

**FORD THAMES AND FORDSON**

FOR SALE, 1957 FORD 4D truck, immaculate condition, £1,650. Apply: D. C. Jeaking and Co., Ltd., 44 High Rd., Laindon, Essex. Laindon 2114. 883-9940

**TWO** THAMES 4D 10-ton vans, 1955-56, 1,300 cu.-ft. capacity, 10-ft. drop-side, front-mounted and in very good all-round condition, each at £475.

**J. REYNOLDS (MOTORS), LTD.**, Main FORD W.D. dealers, Ford House, New Rd., Dagenham, 6655. 883-104

**1959** FORD 2-ton diesel truck, one owner, in good mechanical condition, £1,000. Epps Bros, at Barnborough (Kent) 5551. 883-1083

#### GORDON KING MOTORS, LTD.

FORD AND THAMES DEALERS.

**1957** FODEN 8-wheel 6LW. 22-ft. 5-speed, drop-side axles, excellent order, very reasonable prices. Box CMS821, care of "The Commercial Motor." 883-9290

**1946** FODEN 4D 7-tonner, long-wheelbase, drop-side.

**1946** FODEN 4D 7-tonner, long-wheelbase, drop-side, 21-ft. 5-speed, gearbox, £295, or H.P. arranged.

**E.R.F.** 5-speed gearbox, £295, or H.P. arranged.

**HENRY EATON, LTD.**, 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146.

#### FODEN

6,000-18,000 miles, many extras, £750.

**FODEN** 4D 7-tonner, long-wheelbase, drop-side, 21-ft. 5-speed, gearbox, £295, or H.P. arranged.

**1955** FODEN 8-wheel 6LW, double drive, 9.00 x 21-in. tyres, 24-ft. flat, in very good condition, £5950.

**4 CARRUTHERS ST.**, Liverpool, 2014. 883-1621.

**1959** FODEN 30-cwt. diesel van, in primer, choice of three, £250.

**DAKTHORPE MOTOR CO.**, North Circular Rd., Palmers Green 1023. 883-386

**1956** FODEN 30-cwt. diesel van, in primer, choice of three, £250.

**1959** FODEN 30-cwt. diesel van, in primer, choice of three, £250.

**1959** FODEN 30-cwt. diesel van, in primer, choice of three, £250.

**1959** FODEN 30-cwt. diesel van, in primer, choice of three, £250.

**1959** FODEN 30-cwt. diesel van, in primer, choice of three, £250.

**1959** FODEN 30-cwt. diesel van, in primer, choice of three, £250.

**1959** FODEN 30-cwt. diesel van, in primer, choice of three, £250.

**1959** FODEN 30-cwt. diesel van, in primer, choice of three, £250.

**1959** FODEN 30-cwt. diesel van, in primer, choice of three, £250.

**1959** FODEN 30-cwt. diesel van, in primer, choice of three, £250.

**1959** FODEN 30-cwt. diesel van, in primer, choice of three, £250.

## Used Goods Vehicles (contd.)

**M**AY, 1960, FORD 10-ton 6 x 2 County conversion Thames Trader, 22-ft. platform, special 900 x 20 12-ply tyres, heater, windscreen washers, sun visor, fuel tank, one owner, use only four months, £1,650, or near offer, Box CM845.

**1958** Trader 6-yd. tipper, 6D diesel, really nice condition, £725.

**1958** Trader 6-yd. tipper, 6-cylinder petrol engine, very low mileage, £535. Edgware 2572.

**1958** Trader 6D, 160-in. wheelbase, chassis and cab, 9.00 x 20 x 12, good condition, £750.

**NORMAN REEVES (MOTORS), LTD.**

215-218 HIGH STREET,  
UXBRIDGE, MIDDX.  
Uxbridge 3444.

883-543

**T**HAMES 5-ton 6D 1958 diesel long-wheelbase chassis-cabs, twin fuel tanks, nominal mileage, £750. Three Spires Motor Co., Ltd., Birmingham Rd., Lichfield 2382.

## Ford Thames and Fordson Wanted

**F**ORD and Perkins diesel vehicles wanted, any condition, including lorries, trucks, vans, etc. Thompson, Old Road, Reddington, Farnborough.

**WANTED**, FORD 4D vans and Perkins, all capacities, from 1955 onwards. Chandlers Motors, Ltd., 71 Greenwich South St., London, S.E.10. Gte 2033-4.

**WANTED**, Large number FORD Themas 5- and 6-ton.

**W**ans, 1958 and 1959, immediate cash settlement. Principals only, please, Box CM8312, care of "The Commercial Motor."

## GUY

**GUY** Otter, 5.5-tons, 18-ft. platform lorry, Gardner 4.4L engine, 2-speed axle, £395 or terms arranged.

**HENRY EATON, LTD.**, 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146.

**GUY**, 1952, 1.010-cu.-ft. boxvan, Walter Walker (Ecclesfield), Ltd., Ecclesfield, near Sheffield. Phone, Ecclesfield 3667.

**1958** GUY 3-ton long-wheelbase diesel drop-side truck, low mileage, exceptionally good condition, £500.

**HERKIN, CANNY AND CO., LTD.**, Woolwich 8161. Otter 7-ton, £750.

**DECEMBER**, 1958, GUY Warrior, Scammell tractor, 19,000 miles, only, 4LW, fibreglass cab, 2-speed 18,500 axle, heater, etc., £1,300. Phone, Wolverhampton 82820.

**1953** GUY Otter 7-ton alloy platform lorry, nearly new set of 8.25 x 20 tyres, 2-speed axle, good appearance and sound mechanically, unladen weight under 3 tons, £275.

**EARLY** and immediate delivery of GUY Invincible 8-wheeler with 6LX Gardner engine and Warrior light 8-wheeler.

**FREDERICK RAY, LTD.**

GROVEBURY ROAD,  
LEIGHTON BUZZARD,  
BEDS.  
Phone 2192 and 2241.

883-516

**BENTLEY BROS. (SHEFFIELD), LTD.**, main Bedford dealer, Sheffield.

**1955** GUY Otter 16-ft. drop-side, 4LW, Eaton 2-speed, £550.

**1955** GUY Otter 18-ft. drop-side, P6, Eaton 2-speed, £550.

**T**HE WICKER, Sheffield, 3, Phone 29281.

883-482

## LAND ROVER

**£225.** Short wheelbase, petrol, blue, with many extras, nearly new tyres and sound engine, we also have all new models for immediate delivery at Epp Bros., Green Street Green, Farnborough, Kent. Phone 35551.

**1952** LAND ROVER, diesel, in original green paint, etc., bargain, £225.

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Smeatons 174.

**1958** LAND ROVER, diesel, short wheelbase, excellent condition, £375. Tan House, Colnbrook 2741.

**SEVERAL** ex-W.D. LAND ROVERS for sale, Hayes (Middlesex) Trading, Ltd., 73-75 Prince Regent Lane, Plaistow, London, E.13. Albert Dock 5601-2.

883-345

## LEYLAND

## LEYLAND OCTOPUS

8-wheeler long-wheelbase chassis and cab with Leyland Motors recommended engine, chassis completely stripped and reconditioned, including all components, new tyres and batteries.

Price and photos on application.

## HAULGO, LTD.

WEST STREET, HAVANT 673.

883-27

**B**RWNHILLS M<sub>OTOR</sub> S<sub>ALES</sub>,  
LEYLAND, ALBION, SCAMMELL  
AUTHORIZED DEALERS.

**1955** And 1954 LEYLAND Comet normal-control tippers, 14-ft. 6-in. cab body. EARLY delivery of new LEYLAND Comets and Super Comets. SEE our advertisement under Used Goods Vehicles Unclassified.

**B**RWNHILLS M<sub>OTOR</sub> S<sub>ALES</sub>,

WATSON STREET (A5), BROWNHILLS, STAFFS.

Phone, Brownhills 2307, 2336 and 2392.

883-122

## Used Goods Vehicles (contd.)

**1950** 6-wheel LEYLAND platform, excellent condition. JACKERY AND CO., Maybells Farm, Ripple Rd., Barking, Essex. Dominion 5583.

**1959** LEYLAND Comet, 6-wheel 22-ft. drop-side truck, 2-speed axle, 9.00 x 20 tyres, dual tanks, one owner, part-exchanges and terms arranged.

**H**ENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146.

**1954** LEYLAND Comet 90 drop-side lorry, 2-speed axle, excellent all-round condition, £695.

**S**PARSHATTS, Millbrook, Southampton 72596.

**1953** LEYLAND Octopus, long-wheelbase platform truck, £975.

**HERKIN, CANNY AND CO., LTD.**, Woolwich 8161. Otter, after 7 p.m. £525.

**LEYLAND** Comet Model CS34, long-wheelbase, drop-side truck, low mileage.

**COX'S MOTORS (LTD.)**, Top, Wednesbury 0470.

**1956** LEYLAND Comet 20-ft. platform, £975. Coffee and Edwards, Ltd., Nottingham. Phone, 46674.

**1958** LEYLAND Beaver 14.8-ft. with air brakes, drop-side body, excellent condition and tyres, £1,300.

**Bramwell, Preston and Co., Ltd.**, Phoenix St., Bury.

883-4354

**MORRIS AND MORRIS-COMMERCIAL**

**1954** MORRIS diesel long-wheelbase drop-side truck, auxiliary gearbox, £175. Hamblins of Rushden, Phone, Rushden 3211.

883-147

## L. A. RICH OF CAMBRIDGE.

## THIS WEEK'S SPECIAL OFFER.

**MORRIS** 4 x 4 field artillery truck, fitted power winch and rope, very low mileage, condition as new (choice of four), price £99 each.

## 514 COLDHAMS LANE,

CHERRY HINTON, CAMBRIDGE.

Phone 87597.

883-52

**MORRIS-COMMERCIAL** 5-ton long-wheelbase diesel (Sprinter), 1953, drop-side lorry, good condition, £195, any trial.

**M**EADWAY SPARES, Bordesley Green Rd., Birmingham 9. Victoria 4933.

883-221

## PALMERSTON OF KINGSTON.

**MORRIS AND MORRIS-COMMERCIAL RETAIL DEALERS.**

RELIABLE used vehicles in stock.

**PALMERSTON COMMERCIAL MOTORS, LTD.**, 75-77 Penrhyn Rd., Kingston 5618.

883-316

**1960** MORRIS Oxford 10-cwt. van, 9,000 miles, 2-speed, immaculate, £425. Downton Motors, Ltd., Bury. Phone 4523 and 3900.

883-354

## RENAULT

## GORDON KING MOTORS, LTD.

SOUTH LONDON RENAULT DISTRIBUTORS.

NEW RENAULT Estafette 10-12-cwt. vans, high roof N model, standard body (available with side-loading doors), pick-up with tilt; also 8-seater passenger vehicle; available for early delivery.

**M**ITCHAM LANE, S.W.6, Streatham 3133-4.

883-315

## SCAMMELL

**P**ARADISE MOTORS, Gelderd Rd., Birstall, Yorks. Phone, Morley 1029. Ten SCAMMELL and 20 5-ton low-loader trailers, new cabs and latest-type bonnets and wings.

Two SCAMMELL semi-low-loaders, 22 ft. long, 15-ft. well, £130 each. Two SCAMMELL 6-tonners, 15 ft., good condition, £35 each. Wilson, The Lido, Middleton Rd., Banbury, Oxon.

SCAMMELL 5-ton wheel 25-ft. platform lorry, 6LW, 883-2124.

SCAMMELL 6-ton wheel 25-ft. platform lorry, 6LW, 883-2124.

**ENRY EATON, LTD.**, 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146.

883-257

## SEDDON

**N**EWPORT MOTOR SERVICES, East Usk Rd., Newport, Mon. Phone 59441.

**SEDDON** distributors for Monmouthshire.

883-124

**1955** SEDDON 7-ton platform, P6 engine, good tyres, very clean, £325.

**JACKERY AND CO., LTD.**, Maybells Farm, Ripple Rd., Barking, Essex. Dominion 5583.

883-94

## RYLAND GARAGE, LTD.

MIDLAND DISTRIBUTORS.

**1949** SEDDON diesel 7-ton short-wheelbase tipper, cheap to clear.

**1951** SEDDON diesel 7-ton short-wheelbase tipper, recent new cab.

**N**ew 7-tonners, Caterpillar engine, 17-ft. 6-in. or 20-ft. body, ex stock. Part-exchanges welcomed.

**Y**LAND GARAGE LTD., Ryland St., Birmingham, 16. Edgbaston 4501-5.

883-117

**1949** SEDDON 6-ton P6 long-wheelbase flat, £150.

**1952** SEDDON 3-ton P4 platform lorry, £295.

**1954** SEDDON 3-ton P4 boxvan, one owner, £350.

**H**ENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146.

883-256

**B**ENTLEY BROS. (SHEFFIELD), LTD., Main Bedford Road, Sheffield.

**1954** SEDDON diesel 5-ton tipper, £345.

**T**HE WICKER, Sheffield, 3, Phone 29281.

883-183

## SENTINEL

**S**ENTINEL 7-ton long-wheelbase platform lorry, £650 or terms arranged.

**H**ENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146.

883-261

## Used Goods Vehicles (contd.)

## STANDARD

**1957** STANDARD Vanguard diesel van, 32,000 miles, very good condition, £275. Edgware 2572.

883-107

**THORNYCROFT**

**T**HORNYCROFT Trident, first registered December 1951, 20-ft. platform truck, smart appearance and sound mechanical order, £295. Ewins' Garage, Barnsley 3551.

883-144

## THORNYCROFT

**S**OLE distributors for THORNYCROFT commercial vehicles for London and Home Counties north of the Thames.

**W**E offer advantageous delivery of all THORNYCROFT models.

## FOR IMMEDIATE DELIVERY

**N**EW long-wheelbase Mastiff 14-ton G.V.W. 4-wheeled chassis-cabs.

**NEW** 8-ft. 9-in. wheelbase Mastiff 20-ton G.V.W. 4-wheeled chassis-cabs.

883-208

## TROJAN

**1955** TROJAN diesel 12-seater Personnel carrier, one owner, 100% condition throughout, £250. Dickerson Motors, Ltd., 28-38 High St., North Dunstable 1788.

883-274

## UNCLASSIFIED

**G**ARLICK, BURRELL AND EDWARDS, LTD.

188 REGENT ROAD, LIVERPOOL, 20. Bootle 4343.

**BEDFORD** BEDFORD BEDFORD BEDFORD

WE OFFER THIS WEEK THE FOLLOWING

## QUALITY USED VEHICLES.

## SUBJECT TO BEING UNSOLED.

**1958** THAMES 10-ton long-wheelbase platform truck, 12-ft. drop-side, £195.

883-190

**1959** THAMES 10-ton long-wheelbase drop-side (16-ft.), P6 diesel, £195.

883-198

**1955** BEDFORD 3-ton long-wheelbase cab, £195.

883-196

**1957** BEDFORD 3-ton long-wheelbase cab, £195.

883-194

**1955** BEDFORD 3-ton long-wheelbase cab, £195.

883-192

**1957** (late) BEDFORD 7-ton long-wheelbase cab, £195.

883-190

**1957** (late) BEDFORD 7-ton long-wheelbase cab, £195.

883-188

**1957** (late) BEDFORD 7-ton long-wheelbase cab, £195.

883-186

**1957** (late) BEDFORD 7-ton long-wheelbase cab, £195.

883-184

**1957** (late) BEDFORD 7-ton long-wheelbase cab, £195.

883-182

**1957** (late) BEDFORD 7-ton long-wheelbase cab, £195.

883-180

**1957** (late) BEDFORD 7-ton long-wheelbase cab, £195.

883-178

**1957** (late) BEDFORD 7-ton long-wheelbase cab, £195.

883-176

**1957** (late) BEDFORD 7-ton long-wheelbase cab, £195.

883-174

**1957** (late) BEDFORD 7-ton long-wheelbase cab, £195.

883-172

**1957** (late) BEDFORD 7-ton long-wheelbase cab, £195.

883-170

**1957** (late) BEDFORD 7-ton long-wheelbase cab, £195.

883-168

**1957** (late) BEDFORD 7-ton long-wheelbase cab, £195.

883-166

**1957** (late) BEDFORD 7-ton long-wheelbase cab, £195.

883-164

**1957** (late) BEDFORD 7-ton long-wheelbase cab, £195.

883-162

**1957** (late) BEDFORD 7-ton long-wheelbase cab, £195.

883-160

**1957** (late) BEDFORD 7-ton long-wheelbase cab, £195.

883-158

**1957** (late) BEDFORD 7-ton long-wheelbase cab, £195.

883-156

**1957** (late) BEDFORD 7-ton long-wheelbase cab, £195.

883-154

**1957** (late) BEDFORD 7-ton long-wheelbase cab, £195.

883-152

**1957** (late) BEDFORD 7-ton long-wheelbase cab, £195.

883-150

**1957** (late) BEDFORD 7-ton long-wheelbase cab, £195.

883-148

**1957** (late) BEDFORD 7-ton long-wheelbase cab, £195.

883-146

**1957** (late) BEDFORD 7-ton long-wheelbase cab, £195.

883-144

**1957** (late) BEDFORD 7-ton long-wheelbase cab, £195.

883-142

**1957** (late) BEDFORD 7-ton long-wheelbase cab, £195.

883-140

**1957** (late) BEDFORD 7-ton long-wheelbase cab, £195.

883-138

**1957** (late) BEDFORD 7-ton long-wheelbase cab, £195.

883-136

**1957** (late) BEDFORD 7-ton long-wheelbase cab, £195.

883-134

**1957** (late) BEDFORD 7-ton long-wheelbase cab, £195.

883-132

**1957** (late) BEDFORD 7-ton long-wheelbase cab, £195.

883-130

**1957** (late) BEDFORD 7-ton long-wheelbase cab, £195.

883-128

**1957** (late) BEDFORD 7-ton long-wheelbase cab, £195.

## Used Goods Vehicles (contd.)

**S. HUGHES (COMMERCIAL), LTD.**,  
LODGE GARAGE,  
WHITEHALL ROAD WEST,  
GOMERSAL, NEAR LEEDS.

Phone, Bradford 681144-9.

## OFFERS FOR IMMEDIATE DELIVERY

THE FOLLOWING NEW MACHINES:—

**A.E.C.**, Mercury, 17-ft. 3-in. wheelbase.

FORD Trader 5-ton 4D chassis and cab.

FORD Trader 108-in.-wheelbase tipper, Anthony hoist

**E.R.F.**, 5.4(G).

**BEDFORD** 6-ton tipper.

NEW ALBION Chieftain tipper fitted with Milshaw

NEW ALBION Chieftain tractors, Scammell couplings

## USED 8-WHEELERS.

**A.E.C.**, 9.6, with 27-ft. 6-in. cattle container, 4-decker.

**LEYLAND**, 600 engine, double drive, 24-ft. flat.

**MAUDSLAY**, 6LW, double drive.

**FODEN**, 6LW, double drive.

**ATKINSON**, 6LW, double drive.

**SCAMMELL** 8-wheeler.

**A.E.C.**, 9.6, double drive.

**SCAMMELL** 8-wheeler.

## USED CONCRETE MIXERS.

**A.E.C.**, Mercury, fitted with latest-type hydraulic

Ransome and Rapier 43-cu.yd. mixer.

## USED TIPPERS.

LATE 1948 **COMMER**, 2-stroke, fitted with 15-ft. 10-in.

body, choice of two.

**BEDFORD** R6 medium-wheelbase tipper.

1946 **E.R.F.** medium-wheelbase tippers, choice of two

## USED TRAILER.

**CAMMELL** trailer, fitted with 2,000-gallon 4-compartment tank.

## USED 6-WHEELERS AND TWIN-STEERS.

**MAUDSLAY** Twin Steer, 7.7.

**MAUDSLAY** Twin Steer, 7.7.

**ATKINSON**, 5LW, double drive.

**ALBION** Reiver 6-wheeler, Leyland Comet

engine, double drive, choice of two.

## USED 4-WHEELERS.

1960 **FORD** Thames Trader 7T, 9.00 x 20 tyres.

1959 **FORD** Trader, 9.00 x 20 tyres.

1959 **COMMER**, 2-stroke.

1956 **BEDFORD** with Baxi extension, Eaton 2-speed

9.00 x 20 tyres.

1954 **A.E.C.** Monarch 20-ft. flats.

1952 **A.E.C.** Monarch alloy flat.

1952 **LEYLAND** Comet with 23-ft. Scammell trailer

1953 **LEYLAND** Comet 90, ex petrol company,

Scammell trailer, 23 ft. long.

1956 **ALBION** Chieftain drop-side lorry.

1954 **E.R.F.** SLW 20-ft. flat.

1954 **BEDFORD** petrol 7T, fitted new cattle truck

body.

1953 **SEDDON**, P6, fitted new cattle-truck body.

1953 **SEDDON**, Perkins P4, fitted new horsebox

body.

1952 **ALBION** Chieftain drop-side lorry.

GOOD selection of Bedford, Seddon, etc., cheap to

clear.

SPARES for all types of commercial vehicles, including

gearboxes, gearcases, back boxes, etc.

NEW trailers in stock by Scammell, Dyson and

Carromore.

HIRE-PURCHASE. PART-EXCHANGES.

NIGHT PHONE, CLECKHEATON 2461-2.

MIRFIELD 3183, 2160.

WALES: R. COWDELL, Newport 59866.

883-67

## SOUTHERN COUNTIES GARAGES, LTD.

CRAWLEY, SUSSEX.

A GENTS for Austin, Ford and Standard commercials,

A large selection of new and used vans always in

stock.

NEW AUSTIN 200 FC 2-ton chassis-cab, 10-ft. 9-in.

NEW AUSTIN 702 FC 7-ton chassis-cab, 120 wheelbase.

1960, May, AUSTIN 702 diesel with Boys trailing

axle and 20-cu.yd. alloy tipping body, also

fitted with 9.00 x 20 tyres, spare fuel tank, cab heater

and flaps, 22,000 miles, £1,195.

1960, May, AUSTIN 702 diesel with 7-cu.yd. tipping

body and 20-cu.yd. alloy tipping body, also

fitted with 9.00 x 20 tyres, cab heater and flaps, 25,000 miles, £1,375.

1957 MORRIS 14-seater couch on 1-ton chassis, £345.

1942 **MAUDSLAY** 8-wheeled platform diesel truck, recently overhauled, £375.

CRAWLEY 25666 (FIVE LINES).

883-397

## Used Goods Vehicles (contd.)

### OSWALD TILLOTSON, LTD.

SUMMIT WORKS.

BURNLEY.

Phone, 2201-4.

PRESTON STREET, BRADFORD, 7.

Bradford 22377-8-9.

293 LIVERPOOL STREET, SALFORD, 5.

Pendleton 2845-6.

1955 **LEYLAND** Octopus 600 engine, 5-speed box, double-drive, brakes good condition, choice of three.

1955 **LEYLAND** Octopus, in very good condition.

1957 **LEYLAND** Octopus, 24-ft. 6-in. timber body, excellent condition.

1956 **ALBION** Reiver, 23-ft. timber body, double drive, 4-cylinder Albion engine.

1957 **FODEN** 8-wheeler, 24-cylinder engine, 24-ft. 6-in. timber body, sound condition.

1955 **SEDDON** MKD, Perkins P6 engine, 2-speed box, rear axle fitted with Luton van body, 21 ft. 10-in. long, very good condition.

1956 **BEDFORD** 7-ton flat tippers, both petro' and oil, good condition.

1955 **SEDDON** P6, Perkins P6 engine, 16-ft. wooden platform body, good condition.

1956 **ATKINSON**, 8-wheeler, 6LW, Gardner engine, double drive, platform body, good condition.

1957 **ALBION** 8-wheelers, 10-cwt. chassis cab only.

1955 **LEYLAND** 8-wheel tippers.

1957 **THAMES** Trader, 6D engine, 17-ft. 6-in. platform

1958 **BEDFORD** 7-ton, Bedford diesel engine, 16-ft. drop-side body, choice of six.

1956 **THAMES** 4D, 4-cylinder diesel engine, 14-ft. platform

1959 **ALBION** 7-ton tipper, Bedford diesel engine, 10-ft. 6-in. steel tipping body.

1955 **MORRIS** LD10 standard van, 4-cylinder engine, diesel.

1949 **ALBION** CX3 model, 4- and 6-wheel platform bodies.

1959 **DODGE** short-wheelbase tipper, Leyland engine, 10-ft. 6-in. steel tipping body.

1955 **GUY** Other short-wheelbase tipper, 10-ft. 6-in. alloy tipping body, 4LX Gardner engine, 2-speed axle.

1955 **ALBION** Clydesdale tractor unit, fifth-wheel coupling, 22-ft. 6-in. Dyson semi-trailer, 7-ton medium-wheelbase tipper, 6-cylinder diesel engine.

1956 **BEDFORD** 7-ton, 7-ton, 6-cylinder diesel engine.

1956 **BRISTOL** crawler tractor, Model 22, P3 diesel engine, complete with track grips.

## ALL INQUIRIES—PHONE OR CALL.

### USED VEHICLE DIVISION.

BURNLEY.

Phone, 2201-4.

## PART-EXCHANGES ARRANGED.

Nov. 18, 1960—THE COMMERCIAL MOTOR 69

(Supplement)

## Used Goods Vehicles (contd.)

### W. J. JONES (MANCHESTER), LTD.

1960 **AUSTIN** B.M.C. diesel artic., 25-ft. Tasker

trailer, £1,375, with 20-ft. Omerton drop-side

1960 **FORD** Trader 7-ton flat, small mileage, choice

of six, each £945.

1960 **FORD** Trader, low-frame chassis, delivery

1959, September, **BEDFORD** J-type, medium-wheel-

base, 2-speed axle, 9.00 x 20 tyres, 5-speed

box, choice of two, each £895.

1959 **FORD** Trader 6D 7-ton tipper, medium-wheel-

base, £925.

1959, November, **FORD** Trader 6D, long-wheelbase

truck, choice of two, each £1,300.

1959, November, **FORD** Trader 6D artic, with

B.I.C. 4-in-line trailer, choice of two, £1,350.

1959, November, **BEDFORD** 10-12-cwt. van, £325.

1959 **DODGE** 7-ton long-wheelbase platform lorry,

6-cylinder engine, £575.

1958 **BEDFORD** S-type diesel drop-side truck, 300

engine, £650.

1958 **BEDFORD** D-type 300 diesel engine 6-ton

short-wheelbase tipper, very good condition,

£665.

(Late) **BEDFORD** long-wheelbase S-type 300

engine, chassis and cab, £425.

1957 **BEDFORD** 7-ton flat, 6-cylinder diesel engine, 2-speed

axle, £495.

1957 **BEDFORD** 7-ton flat S-type, 300 engine, £645.

1956 **MORRIS** diesel 30-cwt. van, £225.

1956 **MAY**, **AUSTIN** B.M.C. 5-ton diesel long-

wheelbase flat, £495.

1956 **MAY**, **AUSTIN** long-wheelbase 18-ft. flat, diesel

engine, £300.

1956 **FORD** short-wheelbase wood-bodied tipper, P6

engine, £250.

1956 **AUSTIN** 5-ton flat, diesel engine, £350.

1956 **AUSTIN** 20-ft. flat, petrol engine, 2-speed axle.

1956 **B.M.C.** 7-ton long-wheelbase flat, 5.1-litre diesel

engine, £500.

1955, November, **FORD** 4D 30-cwt. diesel van, £4

standard body, £200.

1954 **BEDFORD** 30-cwt. gown van, Perkins P4

engine, separate cab, £250.

1952 **MORRIS** Luton van, diesel engine, 950-cu.ft.

capacity, £195.

1950 **MORRIS** Luton van, Saurer engine, 1,000

cu. ft., £175.

## YOUR INSPECTION INVITED.

LET US QUOTE YOU FOR A BODY (ALL TYPES)

BUILT TO YOUR SPECIFICATION.

### W. J. JONES (MANCHESTER), LTD.

TROJAN AGENTS

RUTLAND STREET GARAGE,

SWINTON LANCs.

All inquiries—Phone, Swinton 2046 and 2037.

Telegraphic address, Montesaver, Swinton, Lancs.

GARAGE OPEN DAILY (INCLUDING SUNDAYS).

WEEK-END 10 A.M. TO 5 P.M.

883-276

## HENDY FOR FORD

BRITAIN'S FIRST MAIN DEALER.

EARLY DELIVERY OF ALL THAMES MODELS.

## USED TRUCKS

1958 **FORD** Trader 6D articulated unit, with fifth-

wheel coupling, £725.

1958 **FORD** 7-ton 16-ft. 6-in. platform

body, £690.

1957 **FORD** 6D Trader 5-yd. Anthony hoist tipper.

1956 **FORD** 4D truck, 14-ft. body, £275.

1955 **FORD** 4D tipper, P6 engine, £225.

1956 **S.Y.D.** BEDFORD petrol tipper, £275.

1954 **BEDFORD** 5-yd. tipper, £250.

1955 **DENNIS** 5-ton F.C., £390.

1953 **GUY** 5-ton insulated van, P6 diesel, £360.

1949 **LEYLAND** Comet with Anthony hoist, 5-yd.

tipper, £225.

1952 **BEDFORD** long-wheelbase tipper, £125.

1949 **FORD** 4D tipper with drop-side body, £190.

1949 **FODEN** 6-wheel double-drive 12-ton, 6LW engine, overdrive and booster box, £650.

### PERCY HENDY, LTD.

VINECLES WALK, SOUTHAMPTON 28331.

THAMES HOUSE, CHANDLERS FORD 2271.

883-426

### HAZLEMERE MOTOR CO., LTD.

WALTHAM ABBEY, ESSEX.

Phone, Waltham Cross 22275.

1954 **BEDFORD** 7-ton truck, Perkins R6 engine.

1949 **BEDFORD** 5-ton truck.

1947 **BEDFORD** 5-ton long-wheelbase drop-side

tipper.

1956 **LAND ROVER** petrol pick-up.

1958 **FORD** 15-cwt. van.

1958 **MORRIS** 5-cwt. van.

1958 **MORRIS** 5-cwt. van.

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A37

Used Goods Vehicles (contd.)

ARLINGTON MOTOR CO., LTD.  
OUR REPUTATION IS YOUR GUARANTEE  
SELECTION OF OUR RANGE OF

USED VEHICLES.  
VANS.

- 1957 FORD Thames 5-cwt. van.  
1957 MORRIS Minor 1000 5-cwt. van.  
1959 COMMER 7-cwt. van.  
1956 FORD 2-ton van.  
1958 Thames 5-cwt. van.  
1959 LAND ROVER 88-in. regular model, petrol.  
1955 BEDFORD 15-cwt. large-capacity van.  
SELECTION OF used BEDFORD 15-cwt. personnel carriers, various types.

TIPPERS.

- 1957 BEDFORD 7-ton forward-control tipper, petrol.  
1958 BEDFORD 6-ton normal-control diesel tipper.

LUTONS.

- 1956 BEDFORD 4-ton diesel, 1,000-cu.-ft. aluminium Luton body

ARTICS.

- 1959 BEDFORD 8-ton Scammell diesel tractor unit, 23-ft. 10-in. 10-ton trailer.  
BEDFORD 10-ton tractor, diesel, with 23-ft. 10-in. 10-ton trailer.  
BEDFORD 10-ton tractor unit, diesel, with 23-ft. 10-ton Scammell trailer.

HEAVY VEHICLES.

- 1957 ATKINSON 8-wheeler, 11.3 A.E.C. engine and gearbox, choice of two.  
1955 LEYLAND Octopus 8-wheeler, platform.  
1955 A.E.C. 8-wheeler.

HIGH ROAD.

PONDERS END, ENFIELD, MIDDX.  
Phone, Howard 1266.

SALES DEPARTMENT OPEN UNTIL 7.30 P.M.  
SATURDAYS.

ALSO AT

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S.W.1.

Victoria 6033.

CORNARD ROAD,  
SUDBURY, SUFFOLK.

Phone 2301.

NEWPORT ROAD,  
CARDIFF.

Phone 28734.

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WHEELERS (MOTORS), LTD.

MORRIS-COMMERCIAL DISTRIBUTORS,  
YEOVIL, SOMERSET.

Phone, Yeovil 2561-2-3.

- 1959, September, MORRIS prime mover (diesel), 8.25 x 20 tyres. Eaton 2-speed axle.  
1956 MORRIS 7-ton drop-side truck, Eaton 2-speed axle, 9.00 x 20 tyres, power steering.

- 1956, one owner, MORRIS 105 PD drop-side truck, October, BEDFORD 2-3-ton cattle truck.

- 1954, petrol.

- SEVERAL new MORRIS-COMMERCIAL vehicles in stock.

- FAVOURABLE delivery on all models.

- MORRIS 7-ton 120-in.-wheelbase chassis-cab, 9.00 x 20 tyres, Eaton 2-speed axle and power steering.

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GILBERT RICE, LTD.

FORD MAIN DEALERS,  
HORSHAM, SUSSEX.

- NEW Trader 7-ton 108-in.-wheelbase diesel tipper, 7 cu. yd.

- NEW Trader 7-ton 160-in.-wheelbase diesel truck.

- 1959 B.M.C. 7-ton 7-yd. diesel tipper, 2-speed axle, £975.

- 1959 Lister 7-ton 7-yd. Anthony tipper, diesel, £950.

- 1955 BEDFORD 7-ton long-wheelbase platform, £355.

- 1954 AUSTIN Lodestar 3-ton truck, engine completely reconditioned, £375.

- 1953 BEDFORD insulated meat van, alloy floor, roller shutter, £215.

- 1948 BEDFORD cattle truck, Jennings body, £185.

- 1959 AUSTIN A35 van, £295.

- 1956 AUSTIN A40 van with windows, and rear seats with foot chart, £235.

- 1957 AUSTIN Omnicar, £315.

- 1957 ThAMES 7-cwt. van, £215.

- 1956 STANDARD van with windows, £195.

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Used Goods Vehicles (contd.)

ANCHOR MOTORS,  
ROOTES MAIN DEALERS,  
CHESTER 2262.

OFFER FOR IMMEDIATE DELIVERY:

NEW COMMER 7-ton, 13-ft 6-in. chassis-cab, TS3 diesel, 9.00 x 20.

NEW COMMER 7-ton 13-ft. 6-in. chassis-cab, 5-speed gearbox, 9.00 x 20, heated.

NEW COMMER 7-ton, 11-ft. 9-in. chassis and cab, TS3 diesel engine, 9.00 x 20 tyres.

NEW COMMER 7-ton 9-ft. 7-in. tipper, complete TS3 diesel, 9.00 x 20 tyres, 5-speed box, air brakes.

NEW COMMER 7-ton, 11-ft. 9-in. tipping chassis-cab, 9.00 x 20 tyres, air brakes, diesel engine.

NEW COMMER 7-ton super-capacity van, petrol or diesel engine, 9.00 x 20.

NEW COMMER P.S.V. 12-seater light buses, certificate of fitness for seven years, petrol or diesel.

NEW COMMER 15-cwt. vans, high-top vans, bottle carriers, drive-away from ends, choice of petrol or diesel.

NEW COMMER Cabs and express delivery vans, choice of colour.

NEW CARRIER Bantam 10-ft. 2-in.-wheelbase chassis-cab, diesel engine.

1957 KARRIER Bantam mobile showroom, Jennings body, diesel engine, very low mileage, original cost about £1,000, our price £850.

1959 AUSTIN 15-cwt. vans, F.S.V. light buses, certificate of fitness to 1966, one owner, very well maintained, choice of eight at £500.

1956 COMMER TS3 tipper, complete, in perfect mechanical condition, one owner from new, £675.

1954 August, BEDFORD 5-ton short-wheelbase tipper, with diesel engine, £325.

1955 BEDFORD 7-ton long-wheelbase tipper, with diesel engine, mechanically sound, £350.

1953 BEDFORD long-wheelbase tipper, recently fitted new body and tipping gear, good tyres, one owner from new, £325.

1949 THORNYCROFT diesel-engined lorry, in good running order, £125.

1955 BEDFORD 5-ton drop-side lorry, good tyres, one owner, petrol engine, £250.

1959 AUSTIN 13.5 ram, in fair condition, one owner, £125.

1958 MORRIS 5-cwt. upper, good tyres, very clean throughout, £275.

1956 MORRIS 1000 van, personally used and maintained, £225.

ANCHOR MOTORS, CHESTER.

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BENTLEY BROS. (SHEFFIELD), LTD.

MAIN BEDFORD DEALERS,  
SHEFFIELD.

1956 FORDSON Thames, meat-container body, £300.

1955 November, GUY Otter, 4LK, 16-ft. drop-side, £150.

1956 November, GUY Otter, Perkins 18-ft. drop-side, £1450.

1954 SEDDON 5-ton tipper, £345.

1955 BEDFORD P6 5-ton tipper, £450.

1960 BEDFORD 4-ton diesel drop-side, 2,000 miles, £850.

ONE unregistered BEDFORD 5-ton diesel drop-side.

FIRST CLASS selection of used BEDFORD C.A. conversions from £275.

WRITE or phone for details.

THE WICKER, Sheffield, 3. Phone 29281.

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C. MORGAN AND SON.

FODEN AGENTS.

1953 FODEN articulated tractor with 18-ft. 20-ton low-loader trailer, first-class condition, £2,000.

1950 FODEN 6-wheel D.D. 22-ft. flat-platform vehicle, good condition, £700.

1952 TWO A.E.C. 6 x 6, 3,000-gallon tankers, very good condition, £850 each.

WALTHAM CHASE, Southampton. Phone, Bishops Waltham 133.

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BEECH'S GARAGE (HANLEY), LTD.

DISTRIBUTORS FOR E.R.F., SEDDON, GUY.

1957 SEDDON long-wheelbase hydraulic tipper, fixed-sided body, 15 ft. by 4 ft. by 7 ft., P6 engine, 8.25 x 20 tyres, in good condition.

1959 E.R.F. 10-ton, 18-ft. platform body, 2-speed.

1958 LEYLAND Beaver, 20-ft. drop-sided body, 10.00 x 20 tyres, in good condition.

1955 THORNYCROFT Trusty, Special, 17-ft. 6-in. drop-sided body, 9.00 x 20 tyres, in excellent condition.

1955 SEDDON 6L, long-wheelbase, 16-ft. drop-sided body, 9.00 x 20 tyres, in good condition.

1958 MORRIS 13-seater Omnibus, in very good condition.

1958 October, FORD Thames County 6-wheeler, 22-ft. drop-sided body, 9.00 x 20 tyres, in very good condition.

1953 E.R.F. Twin Steer, 18LW engine, 20-ft. drop-sided body, 9.00 x 20 tyres, in good condition.

1955 BEDFORD 5-tonner provisions van, 12 ft. long, 7 ft. 6 in. wide, 5 ft. high, side and rear loadings.

1957 E.R.F. 8-wheeler, 24-ft. platform body, Gardner 6LW engine, double-drive axles, 9.00 x 24 tyres, in very good condition.

1951 THORNYCROFT Trident diesel with cattle truck body, 17 ft. 6 in. long, 9.00 x 20 tyres, in very good condition.

1952 BEDFORD 7-tonner 4 x 4, petrol engine, ex-M.O.S., in excellent condition.

1956 AUSTIN 2-tonner N.C. 4 x 4, ex-M.O.S., in excellent condition.

1956 NEW Eagle 20-25-ton drop-frame, low-loading semi-trailer, twin-line air brakes, 20-ft. well, 14.00 x 20 tyres, 4-ton winch, knock-out axle, in stock, immediate delivery.

BEECH'S GARAGE (HANLEY), LTD.

LEEK ROAD, HANLEY, STOKE-ON-TRENT.

S.-on-T. 23038 and 23039.

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Used Goods Vehicles (contd.)

FORD AND SLAGER, LTD.

LEYLAND, ALBION, SCAMMELL  
TIPPERS.

1950 LEYLAND 75 tipper, 10-ft. 9-in. timber body by 4-ft. steel body.

1958 BEDFORD 7-ton tipper, G.M.C. engine, 14-ft. 6-in. timber body.

1957 BEDFORD 5-ton tipper, petrol, 12-ft. 6-in. timber body.

1955 BEDFORD 5-ton tipper, 13-ft. 6-in. timber body.

1954 BEDFORD 7-ton tipper, petrol, U-shaped body.

1953 SEDDON 4-ton tipper, P4, 10-ft. timber body.

1951 MORRIS 5-ton tipper, 5-cu.-yd. timber body.

1950 SEDDON 6-ton, P4, 10-ft. timber body.

1948 LEYLAND Comet, normal-control model.

1958 LEYLAND Comet normal control model.

1956 LEYLAND 7-ton, 6-in. x 4-ft. steel frame.

1955 THORNYCROFT 7-ton, 14-ft. 6-in. timber body.

1957 COMMER TS3 with Boys third axle, 14-ft. 6-in. x 4 ft, timber drop-side with 1-ft. extension.

PLATFORM.

1958 FORD Trader 7-ton articulator, 22-ft. canopy.

1957 COMMER TS3, 19-ft. timber drop-side.

1956 BEDFORD 7-ton, R6, 16-ft. timber flat.

1955 BEDFORD normal-control, 16-ft. 6-in. timber flat.

1954 DODGE 6-ton, P6, 16-ft. timber drop-side.

1950 MAUDSLAY 7-ton, 20-ft. timber flat.

1948 MAUDSLAY Twin Steer, 20-ft. timber flat.

1954 SENTINEL 7-ton, 17-ft. 9-in. timber flat.

1946 FODEN 7-ton, 4LW engine, 17-ft. 6-in. timber drop-side.

1953 SEDDON 6-ton, P6, 16-ft. 6-in. timber drop-side.

1952 B.M.C.-SCAMMELL tractor unit with 16-ft. 6-in. timber fixed-sides.

1955 Lorry trailer, B.M.C. 7-ton 16-ft. 6-in. timber flat.

1956 LEYLAND Comet model ECOS/4R, 16-ft. timber flat.

1959 LEYLAND Comet model ECOS/4R, 16-ft. timber platform with hardtop tilt.

1948 THORNYCROFT 18-ft. timber double-decker.

VANS.

1948 THORNYCROFT 7-ton, 16-ft. boxvan body.

1950 FORD AND SLAGER, LTD.

LEYLAND, ALBION.

Gwendolen Road, Leicster.

Phone 36117-9.

1958 ALBION Reiver 6-wheel tipper, fixed-sided truck, 15 cu. yd.

1958 ALBION Reiver 6-wheel tipper, alloy body, 15 cu. yd., 14-ft. 6-in. x 20.

1956 ATKINSON 6L 4LW tipper, Pilot gear alloy body, 12 cu. yd.

1956 ALBION 4-wheel tipper, Pilot gear and alloy body, 8 cu. yd.

SCOTTS OF NOTTINGHAM, LTD.

Lamourne Drive, Nottingham.

Deer Park 221.

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W. HAROLD PERRY, LTD.

STATION BRIDGE, WEALDSTONE, MIDDLESEX.

1950 BEDFORD 3-4-ton truck, £175.

1950 BLDFORD 5-ton truck, £200.

1956 BEDFORD S-type 7-ton tipper, £145.

1956 ThAMES 3-cwt. truck, £275.

1955 ThAMES 2-ton 4D van, £225.

1956 ThAMES truck, £350.

1956 ThAMES 4-ton tipper, £350.

1956 ThAMES 5-ton van, £295.

1958 ThAMES Trader 5-ton 4D truck, £775.

1950 DENNIS Pax 3-ton truck, £120.

1956 SEDDON Mk. VIII artic. unit with trailer, £100.

1956 THORNYCROFT 6-ton Sturdy Star platform body, £275.

HARROW 1031.

OPEN UNTIL 7 P.M. MONDAYS TO FRIDAYS.

AND TO 5.30 P.M. SATURDAYS.

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## Used Goods Vehicles (contd.)

HARRY DANDO.

VAUXHALL AND BEDFORD MAIN DEALERS,  
WEST END GARAGE,  
CHIPPING SODBURY, BRISTOL.  
Chipping Sodbury 2277 (four lines).  
YORK trailers—full range, nearly always in stock.  
YORK tonne tandem axle, up to 27 ft.  
TRADE for Gloucestershire, Wiltshire, Somerset, Devon  
and Cornwall.

## NEW VEHICLES.

NEW Coles 10-ton Regin diesel-electric crane, 40-ft.  
trailer, 8-wheel chassis and cab, £7,750 complete.  
BEDFORD normal-control 7-ton tipper with Telehoist  
gear and wood drop-side body, £100. 12-ft.  
tires to 10.5 x 20, 12-ply tires to front, 300  
lb. engine, 12-ft. 2-speed axle, five available, in primer,  
£1,560.10s. each.

BEDFORD 15-cwt. long-wheelbase van, with additional  
passenger seat, five available for immediate delivery,  
£1,000.

LEYLAND Beaver 14B-10 tractor unit, 680 engine, air  
brakes, on 10.00 x 20 14-ply tyres, £2,855. 16s. 6d.

LEYLAND Beaver 14B-10 tractor unit, 680 engine,  
air brakes, on 10.00 x 20 14-ply tyres, £2,855. 16s. 6d.

AND ROVER, 88 in., petrol, £668.12s.

YORK WIA Scammell 11-ton 25-ft. platform trailer,  
with 2-ft. headboard, 9.00 x 20 tyres and spare-wheel  
carrier, £685. 14s. 6d.

YORK DW2, 25 ft., vacuum brakes, semi-trailer,  
180 in. x 78 in., £1,040.

YORK HW2, 14 tons, 27 ft., air brake, platform semi-  
trailer, £1,040.11s.

YORK Freightmaster, 1B4, 26 ft. long, 8 ft. 6 in. high,  
vacuum brakes, S.A.E. coupling, £1,855. 9s.

## LONG WHEELBASE.

BEDFORD 1954 7-ton long-wheelbase, fitted with Baico

B10 wheelbase extension and new 20-ft. platform  
body, Perkins RM 16. 11. 21 engine recently fitted, 9.00 x 20  
12-ply tyres all round, this vehicle is in exceptionally  
good condition throughout, £800.

BEDFORD 1956 7-ton petrol long-wheelbase, aluminium  
platform body with wood floor, £300.

BEDFORD 1957 7-ton long-wheelbase drop-side, R6  
engine and gearbox, £250.

BEDFORD 1953 8-wheeler, 24-ft. platform body, in good  
condition throughout, £1,000.

DENNIS 1947 Maxi double drop sides, quite clean  
condition throughout, has lot of life left, £225.

DODGE 1954 7-ton long-wheelbase, good condition throughout, good  
for local delivery, walk-in cab, £250.

SENTINEL 1955, fitted with Gardner SLW engine,  
vertical cab, training axle 6-wheeler, all good tyres,  
platform body, engine and gearbox, new about a  
year ago and the complete machine is in exceptionally  
good condition and performs well, £750.

ALBION 1957 Reiver, Comet engine, platform body,  
good condition throughout, £1,300.

ALBION 1952, Loadstar, petrol, 1.200-cu. ft. pantechnicon,  
£250.

DODGE 1955, R6, 7-ton long-wheelbase platform,  
£325.

## TIPPERS.

A.E.C. Mercury Mark II, 1956, Pilot twin under-  
body gear, wood fixed-side body, in exce-  
ptionally good condition throughout, ready for immediate  
hard work, £1,800.

BEDFORD 1954 7-ton U-shaped tipper, good con-  
dition, £650.

BEDFORD, 1957, Comet engine, 7-ton, fixed-sided  
8-cu.-yd. aluminium body, well maintained vehicle,  
£850.

DODGE 1957 diesel 205A-1G 7-ton normal-control wood  
drop-side tipper, in excellent condition, £725.

FODEN 1946 Model DG-12, Gardner 6LW engine,  
recently fitted with new tipping gear and body, £1,500.

E.R.F. 1949 7-ton, Gardner standard drop-side body,  
tipper, very careful operator, £750.

MORRIS 1955 diesel normal-control short-wheelbase  
steel tipper, £350.

## TRAILERS AND ARTICULATED.

E.R.F. 1946, Gardner SLW, complete with new  
Dyson 15-20-ton low-loading semi-trailer,  
20 ft. in well, S.A.E. coupling, in exceptionally good  
condition throughout, tractor unit, ex-well-known C-licence  
£2,000.

AUSTIN 1951 petrol Loadstar tractor unit, fitted  
with 21-ft. Tasker trailer, good condition, £1,350.

COMMER 1957 TS3, 18 tons, good condition, fitted  
with 21-ft. Tasker trailer, 14-ton 27 ft. platform semi-  
trailer, S.A.E. coupling, £1,490.

BEDFORD 1952 S-type tractor unit, R6, Tasker coupling,  
complete with 22-ft. Tasker platform trailer, £550.

## CRANES.

NEW Coles 10-ton Regin diesel-electric crane, 40-ft.  
cantilever jib, mounted on a 1953 FODEN double-  
drop 8-wheel chassis and cab, £7,750 complete.

MANSON Rapier 6-ton petrol-electric mobile crane,  
R in good condition throughout, Morris industrial petrol  
engine, £1,000.

HARRY DANDO.

VAUXHALL MAIN DEALERS.

WEST END GARAGE.

CHIPPING SODBURY, BRISTOL.

Chipping Sodbury 2277 (four lines).

## Used Goods Vehicles (contd.)

THE MILLBURN ORGANIZATION,  
PASSENGER AND COMMERCIAL VEHICLE  
SPECIALISTS.

NEW ThAMES Trader tractor, chassis and cab with  
Scammell coupling, also one with fifth-wheel attach-  
ment.

1958 ALBION Clydesdale, 23-ft. 6-in. platform body,  
alloy sides, full-vision cab, 6-speed gearbox.

1957 ALBION Clydesdale, 20-ft. platform body,  
Leyland Comet engine, fibreglass cab, good

9.00 x 20 tyres, excellent mechanical condition.

1956 ALBION 6-wheel double-drive axle, Reiver  
21-ft. 6-in. platform body, good alloy sides, very

clean and in excellent order throughout.

1956 October, A.E.C. 9.6 Majestic twin steer, air

brakes, 21-ft. flat, all in good order and ready for  
use for service, £1,250. Leyland Comet 9.0 hydraulic tipper,

also fixed sides, 15-ft. 6-in. cab, good order.

1954 ATKINSON 4LW, 20-ft. platform body, very

clean and in excellent order.

1953 ALBION Chieftain platform lorry, under 3 tons.

1952 SEDDON P6 Scammell tractor, 2-speed axle,  
good order.

1952 E.R.F. SLW unit, 18-ft. platform body, good

order throughout.

1952 Vanguard 10-cwt. van.

1951 FORD Thames (petrol) 14-ft. platform lorry.

1950 COMMER (petrol) 5-ton, fitted platform and  
detachable 2-tier sheep float body, good order.

1949 Leyland Comet platform lorry, good order, ex-  
brewery.

1949 MAUDSLAY, 8-wheel double-drive axle, 9.6

power unit, chassis and cab only, good mecha-  
nical order.

1948 LEYLAND Comet hydraulic tipper, wood body,  
good order throughout, including new tyres on  
rear, taxed to year end.

1948 SEDDON P6 platform lorry, good running  
order.

1948 A.E.C. Matador, 9.6 power unit, booster box,  
18-ft. platform.

1946 LEYLAND Beaver, 18-ft. platform body, good

order, ex-brewery.

1958 THAMES Trader 5-ton 6D Joffy.

WE solicit your inquiries.

## ENGINES.

A.E.C. 7.7 from £50 each; Leyland 7.4, complete  
with gearbox, from £100, 8.6 engines from  
£35 each.

MILLBURN MOTORS (Preston), LTD.,

WALMER BRIDGE,  
LONGTON, LANCs.

Phone, Longton, Lancs. 3255-6.

N.B.: NEXT MOTOR AUCTION SALE,  
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JUNE, 1960, DODGE 7-ton normal-control coal tipper,  
fitted Leyland engine, 2-speed.

1959 FORD Trader 6D engine tipper with steel body  
and coal dust extension boards.

COMMER TS3 7-ton platform lorry.

FORD Trader 6D engine platform lorry.

FORD 5-cwt. Thames van.

December, DODGE 5-ton petrol tipper, Anthony tipping body, steel body.

LEYLAND Octopus 8-wheel tipper, 25-cu.-yd  
alloy and wood body. Pilot tipping gears,  
reasonable tyres.

1947 8-wheel A.E.C. Mammoth Major platform lorry,  
rebuilt 1957 and fitted with new cab and 24-ft.  
platform body, reconditioned engine 1960, all new  
tires and new batteries.

K. AND F. (COMMERCIALS), LTD.

GUY, DODGE  
COLLESFIELD HOUSE,  
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Phone 2130 and 2166. 883-447

COUNTY OAK SERVICE STATION, LTD.,  
VAUXHALL-BEDFORD MAIN DEALERS,  
LONDON ROAD, CRAWLEY, SUSSEX.  
Phone, Crawley 2545-6-7.

IMMEDIATE delivery.

NEW BEDFORD Utiliblakes.

1959 November, STANDARD Atlas van, one owner,  
£350.

1957 7-ton DODGE diesel tipper, very good condition,  
£725.

1956 BEDFORD Workbus, £250.

1956 BEDFORD CA van, £175.

1956 HILLMAN estate car, nice condition, £375.

1955 MORRIS Cowley van, £175.

1952 BEDFORD 5-ton truck, one owner, £165.

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DUNNS MOTORS, LTD.

TAUNTON AND EXETER.

Phone, Taunton 2607-8.

FOR COMMERCIAL AND KARRIER.

1958 COMMERCIAL express delivery van, excellent  
condition, £355.

1955 MORRIS J-type van, £185.

TWO 1952 MORRIS 5-ton tippers, choice of two, £150.

NEW COMMERCIAL 7-ton 11-ft. 9-in. chassis-cab, diesel.

NEW 7-ton COMMERCIAL diesel 9-ft. 7-in. tipper.

NEW 11-ton COMMERCIAL diesel van.

NEW 7-ton COMMERCIAL TS3 drop-sider, O.S. tyres,  
883-190

Nov. 18, 1960—THE COMMERCIAL MOTOR 71  
(Supplement)

## Used Goods Vehicles (contd.)

JACKSONS

FOR

MODERN SELECTED VEHICLES.

1960 MORRIS J2 15-cwt. van, 9,000 miles only. 883-190

1958 THAMES Trader 7-ton long-wheelbase diesel twin-  
drop-side, excellent condition.

1958 B.M.C. 7-ton medium-wheelbase diesel twin-  
ram tipper, power steering, 2-speed axle, very

good condition.

1956 B.M.C. 7-ton long-wheelbase diesel twin-ram  
tipper, power steering, 2-speed axle, good

condition.

1956 BEDFORD 5-ton diesel long-wheelbase tipping

truck, very good order.

1955 B.M.C. 7-ton long-wheelbase truck, in excellent

condition, reconditioned engine fitted.

1955 BEDFORD 3-ton long-wheelbase truck, in excellent

condition.

1955 AUSTIN 1-ton van, very clean condition.

1955 MORRIS diesel tractor unit, in very good

order.

O. T. JACKSON MOTORS, LTD.,

855 NEW WOLVERHAMPTON ROAD,

LANGLEY.

NEAR WOLVERHAMPTON.

Phone, Broadwell, Birmingham, 2871-2-3. 883-139

HALE MOTORS (TOTTENHAM), LTD.

THE HALE, N.17.

Tottenham 7771 (four lines).

## VANS.

1959 AUSTIN A35 van, underseat, heater, Country-

man type, rear seat, green, 6,000 miles only.

1959 FORD 15-cwt. van with passenger seat, heater  
and ladder rack, immaculate condition; also

1958 AUSTIN 10-cwt. gown van, in excellent order.

1955 MORRIS 30-cwt. diesel boxvan, repainted.

1956 COMMER 25-30-cwt. super-capacity diesel box-

van, November, FORD Thames hydraulic tipper,

1955, Anthony hoist, steel body, tip-top condition.

AUSTIN, Ford, Rootes Group.

1959 FORD 12-seater personnel carrier, heater,  
(8,000 miles).

AVAILABLE for immediate delivery. Ford 15-cwt. van,  
Ford 5-ton long-wheelbase 6D chassis and cab,  
Ford 3-cwt. van. Commer diesel 15-cwt. boxvan.

COMPREHENSIVE stock always held.

883-182

CAR MART, LTD.

SIX MONTHS GUARANTEE  
WHERE STATED.

1958 FORD Escort estate car, guaranteed, £425.

1958 LAND ROVER truck and tils, 88-in. wheelbase,  
10,000 miles, guaranteed, £450.

1958 FORD Thames 15-cwt. van, 16,000 miles, guar-  
anteed, £395.

1958 FORD 15-cwt. diesel Spurfling van, guar-  
anteed, £495.

1957 BEDFORD 10-12-cwt. van, guaranteed, £245.

1955 FORDSON 3-ton 4D diesel long-wheelbase  
cab-over truck, £355.

1955 ALBION 5-ton pantechnicon (11,000 cu. ft.),  
£265.

1948 K. AND F. (COMMERCIALS), LTD.

LONDON ROAD, MORDEN, SURREY.

Phone, Morden 4533.

AUSTIN 1951 3-way van, £55.

1954 COMMER 1954 30-cwt. van, £135.

AUSTIN 1956 30-cwt. LD2 van, £225.

AUSTIN 1952 2-ton boxvan, £135.

AUSTIN 1953 5-ton Luton van, £175.

AUSTIN 1955 3-ton diesel boxvan, £225.

AUSTIN 1954 3-way van, £135.

883-51

MARSTON MOTOR CO., LTD.

SEVEN SISTERS ROAD, TOTTENHAM,  
LONDON, N.15.

Phone, Stamford Hill 8000.

MAIN retail dealers for Austin commercial vehicles  
and sole distributors for Thornycroft commercial  
vehicles for London and Home Counties north of the

Thames.

1958 AUSTIN Omnivan, repainted grey, £325.

1953 GUY Wolf 3-ton P4 diesel 18-ft. double-drop-  
side truck, £150.

1953 BEDFORD 7-ton S-type tippers, choice of six,  
three with reconditioned Anthony ST7 underfloor gears, on  
883-271

25-ft. platform body, £150.

1955 GUY Wolf 3-ton P4 diesel 18-ft. double-drop-  
side truck, £150.

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1955 BEDFORD 7-ton S-type tippers, choice of six,  
three with reconditioned Anthony ST7 underfloor gears, on  
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FORTY-FOUR VEHICLES TO CHOOSE FROM.

- 1960** Thames Trader 7-ton long-wheelbase truck, 11,000 miles only, £825.  
**1960** BEDFORD 7-ton medium-wheelbase tipper, forward control, 7-cu.-yd. steel body, 6,000 miles only, £900.  
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**1958** AUSTIN B.M.C. diesel, 3-ton long-wheelbase drop-side truck, immaculate condition, £425.  
**1957** COMMER 25-cwt. forward-control super-cab van, ex-prime, £265.  
**1957** DODGE diesel, 8-ton long-wheelbase drop-side truck, really clean, £475.  
**1957** AUSTIN B.M.C. 3-ton 1,100-cu.-ft. van, £1,150.  
**1956** BEDFORD-SCAMMELL artic. unit and 20-ft. trailer, reconditioned engine fitted (would separate unit and trailer if required), £625.  
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**1956** FORD 4D diesel, 30-cwt. van, £200.  
**1956** FORD 4D diesel, 4-ton long-wheelbase drop-side truck, ex C licence owner, very clean, £145.  
**1955** BEDFORD 5-ton long-wheelbase drop-side tipper, wooden body, twin ram gear, ex-local builder, £350.  
**1954** BEDFORD 7-ton long-wheelbase drop-side trucks, in exceptional condition, choice of two, £200 each.  
**1953** SEDDON 6-7-ton diesel, long-wheelbase truck, road and ground machine, choice of two, £135 each.  
**1953** BEDFORD 5-ton short-wheelbase tipper, 5-cu.-yd. wooden drop-side body, really clean, £145.  
**1953** AUSTIN 25-cwt. drop-side truck, one C licence owner, £65.  
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BOW, LONDON, E.3.

(ONE COUNTRY MILE FROM ALDGETHORPE CHURCH)  
(30 YDS. FROM BOW ROAD TUBE STATION.)

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PRAILS (HEREFORD), LTD.

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**1958** AUSTIN 7-ton diesel 2-speed, power steering, 9.0 x 20 tyres, 20-ft. 6-in. platform.  
**1956** DODGE 6-ton short-wheelbase tipper, choice of two.  
**1956** AUSTIN 7-ton diesel 2-speed, power steering, 9.0 x 20 tyres, 16-ft., 6-in. platform.  
**1954** ALBION Clydesdale 7-ton 18-ft. alloy platform body.  
**1952** LEYLAND Octopus 24-ft. platform, double drive, Foden 6-wheel, ex M.O.S., rebuilt and type, cab, servo brakes, double drive with twin, 6LW engine, 21-ft. platform, excellent condition throughout.

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GREAT CAMBRIDGE ROAD,  
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FORD MAIN DEALERS.

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- 1953** 5-ton 4-cylinder petrol Cost Cutter long-wheelbase truck, in excellent condition, £175.  
**1954** 7-ton long-wheelbase DODGE diesel platform truck, 5-speed gearbox, engine completely overhauled, in excellent condition, £1575.  
**1955** 4D artic with Tarker, fifth-wheel coupling and 12-ton low-bed trailer, single rear knock-out wheels 12 x 20, recently reconditioned throughout, £750.

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LIVERPOOL ROAD,  
CROSS HEATH, NEWCASTLE, STAFFS.

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A.E.C.

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DODGE AND TROJAN DISTRIBUTORS. LARGE SELECTION OF USED VEHICLES TO SUIT ALL PURPOSES.

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COMMERCIAL VEHICLE DISTRIBUTORS AND COACHBUILDERS.

OFFER FOR EARLY DELIVERY

NEW E.R.F. AND DODGE TRUCKS.  
ALL MODELS.

ALSO:—

NEW LEYLAND 8-wheel hydraulic tipper, 22-ft. body.

NEW ALBION 6-wheel Reiver hydraulic tipper, 18-ft.

NEW immediate delivery.

NEW DODGE Boys 18-ft. tipper, Leyland engine.

NEW immediate delivery.

ATKINSON 4LW 15-ft. hydraulic tipper.

NEW BEDFORD long-wheelbase 5-ton A-type drop-sided truck.

NEW BEDFORD 10-ton long-wheelbase 5-ton hydraulic tipper, 15-ft. drop-sided body, new P6 engine.

NEW DODGE 7-ton R6 15-ft. hydraulic tipper.

NEW E.R.F. 8-wheel double-drop-sided 22-ft. tipper.

NEW FODEN 8-wheel double-drop-sided 22-ft. steel bodied tipper.

NEW FODEN 18-ft. flat, fitted 9.6 engine, trailer equipment and 14-ft. trailer.

NEW FORD Trader long-wheelbase hydraulic tipper, 20,000 miles.

NEW FORD 7-ton Trader flat.

NEW FORD long-wheelbase truck, new engine.

NEW FORD D steel-bodied tipper, very clean.

NEW LEYLAND Comet.

NEW SEDDON long-wheelbase 15-ft. hydraulic tipper.

NEW VULCAN hydraulic tipper, 4LW engine.

NEW TILLING-STEVENS passenger chassis, fitted 1,500 cube turning van body with seating for five passengers.

NEW LEYLAND 600 cube engine, needs repair.

NEW ALL types of bodies built in wood and alloy.

NEW HIRE-PURCHASE, low deposits and part-exchanges.

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USED UNITS.

1960 GUY Warrior, long-wheelbase alloy body.

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1956 BEDFORD D-type tractor, Bedford diesel engine.

1956 7-8 GUY Warriors, flats and tipper; choice of four.

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1956 BEDFORD tractor, Scammell coupling, P6 engine.

1955 SEDDON long-wheelbase platform, alloy and 9.0 x 20 P6 engine.

1955 BEDFORD S-type long-wheelbase platform, R6 engine.

1954 THORNYCROFT Trident diesel long-wheelbase flat, alloy body.

1954 THORNYCROFT Trident long-wheelbase platform, 20 ft. 6 in., CR6 eng. flat.

1954 SENTINEL long-wheelbase flat, 5LW engine.

1952 LEYLAND Twin Steer, 23-ft. platform, 600 engine.

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Thames Trader 7-ton 6-cu.-yd. drop-side steel-body tipper, £925.

1959 December, Thames 7-cwt. van, £330.

1957 Thames Trader 5-ton 6-cylinder, diesel flat platform, long-wheelbase truck, choice of five.

1957 Thames 7-cwt. van, £240.

1957 Thames 5-cwt. van, £230.

1960 Thames Trader 1,000-cu.-ft. Luton, £1,040.

1960 Thames Trader artic. unit, £900.

1959 COMMER Cob van, £295.

1958 COMMER Express delivery van, £275.

1958 BEDFORD A-type 5-ton 6-cu.-yd. tipper, £425.

1957 FORD 3-cwt. van, £230.

1955 COMMER TS3 artic. unit, £375.

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1954 FORD 10-cwt. van, £75.

1954 ALBION Luton 1,600 cu. ft., diesel, £350.

1951 883-319

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ALWAYS 50 USED VEHICLES IN STOCK.

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DONCASTER ROAD,  
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ALBION.

1948 Long-wheelbase flat, diesel, £275.

AUSTIN.

1954 Short-wheelbase tipper, petrol, £200.

1949 Short-wheelbase tipper, petrol, £175.

COMMER.

1955 Long-wheelbase double-drop sides, £95.

DODGE.

1957 Short-wheelbase tipper, P6, £650.

BEDFORD.

1954 Articulator, P6, £425.

FORD.

1951 Medium-wheelbase platform, P6, with license £110.

LEYLAND.

1951 Comet long-wheelbase platform, £300.

1955 Octopus long-wheelbase platform, £1,500.

E.R.F.

1952 Long-wheelbase platform, 8-wheeler, £750.

B.T.C.

1952 26-ft. and landing gear in stock.

YORK tandem axle, semi-trailer in stock.

PILOT and Ebro tipping gears and spares in stock

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FODEN 6LW 8-wheel drop-side.

1959 COMMER 12-ton tractor, service engine via gearbox, 5-speed, 5-speed box, repaired.

1958 COMMER 12-ton tractor, 2-speed axle, flat wheel coupling, repaired.

1950 AUSTIN (P6) tractor, complete with Take low-loading trailer.

1954, var. TILLING-STEVENS 25-cwt. forward-control van.

1953 LEYLAND Comet normal-control platform lorry.

1957, August, MORRIS 11-seater Minibus.

1958 COMMER TS3 7-ton tipper, 900 x 20 tire air brakes, painted to choice.

1957 BEDFORD 12-cwt. truck.

1951 NEWCASTLE (STAFFS) MOTOR CO. LTD.

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TRENT VALL.

STOKE-ON-TRENT.

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1948 PETERBOROUGH ENGINEERING CO. LTD.

1959 NEW A.E.C. Mk. II Mercury 14-ft., 6-in. wheelbase chassis with Homalloy cab and light alloy platform body. Line 1000.

1959 NEW YORK HW2 14-ton semi-trailer, 25-ft. platform with loading board, air brakes, S.A.E. Pin. L price.

1959 B.M.C. 7-ton long-wheelbase platform and well shod, first-class condition, £750.

1959 THAMES Trader 6D, short-wheelbase tipper, 7-cu.-yd. body, immaculate, £900.

1958 DODGE 3146Y 20-ft. drop-side body, Leyland engine, forward control, £875.

1955 SENTINEL D/V44/D light alloy platform, gal. condition, £425.

1955 A.E.C. Mk. I Mercury, light alloy platform body, clean and well shod, £800.

1949 ALBION Chieftain, good runner, £1,750.

1949 SCAMMELL tractor, air brakes, fifth wheel, 5LW engine £200.

36-42 EYE ROAD.

PETERBOROUGH.

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HORNSEY, N.8.

Phone, Mo. 3451.

BEDFORD MAIN DEALERS, SCAMMELL DISTRIBUTORS.

1959 NEW TK and TJ BEDFORDS for immediate delivery.

USED vehicles for immediate delivery.

1954 AUSTIN 5-ton forward-control with Perkins B diesel and special cab and platform body.

Marsalls, also A.C.L. equipment fitted, good tyres, very clean, £325.

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1957 10-12-cwt. BEDFORD CA van, £215.

1955 FORD Thematics 4D 5-ton truck, excellent condition, £225.

TERMS and exchanges arranged.

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INGS ROAD, WAKEFIELD.  
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NEW ATKINSON L1786 (A.E.C. 9.6-litre) 17-ton 6-wheel double-drive chassis-cab, choice of two, reasonable delivery.

NEW ATKINSON L1786A (Gardner 6LX) 17-ton 6-wheel double-drive chassis-cab, 9.00 x 20.

NEW ATKINSON L1786 (Gardner 6LX 150 b.h.p.) 4-wheel tractor, fitted with tipper.

NEW MERCEDES-BENZ L352/14MK (5.1 litre) 8-ton 4-wheel chassis-cab, 9.00 x 20.

NEW MORRIS 201H body, 9.00 x 20.

NEW MORRIS (B.M.C. 5.1 litre) 7-ton 120-in. chassis-cab, 9.00 x 20, stock.

NEW MORRIS 7-ton chassis-cab, 9.00 x 20, 150-in. chassis-cab, 9.00 x 20, stock.

NEW MORRIS 7-ton chassis-cab, 9.00 x 20, 150-in. chassis-cab, 9.00 x 20, alloy bodywork, twin-rain gear, timber or alloy bodywork, from stock.

NEW MORRIS (B.M.C. 5.1 litre) 7-ton 180-in. chassis-cab, 9.00 x 20, stock.

NEW MORRIS LDO diesel and LDS petrol 30-cwt. and 20-cwt. vans and chassis from stock.

NEW MORRIS J2 (petrol) 15-cwt. vans, pick-up and minicars, 9.00 x 20, stock.

NEW MORRIS FG model 4-ton petrol and 2-ton diesel, new stock, latest to specification.

NEW MORRIS (B.M.C. 5.1 litre) 5-ton 180-in. chassis-cab, 9.00 x 20, stock.

NEW MORRIS LDO diesel and LDS petrol 30-cwt. and 20-cwt. vans and chassis from stock.

NEW MORRIS J2 (petrol) 15-cwt. vans, pick-up and minicars, 9.00 x 20, stock.

NEW MORRIS 4-ton 20-cwt. drop-side, 21-ft. platform, A.E.C. Mammoth Major, 9.6-litre, 16-ton 8-wheel, double-drive, 25-ft. platform.

1960 October, ATKINSON TS1060L (Gardner 6LW) 12-ton 25-ft. drop-side, 21-ft. platform, 9.00 x 20, 180-in. drop-side trailer, available.

BEDFORD SST1 J6 (Bedford diesel) 7-ton short-wheelbase 8-cwt. tipper, choice two.

MORRIS (B.M.C. 5.1 litre) 7-ton medium-wheelbase 8-cwt. tipper, 9.00 x 20.

1959-65 MORRIS (B.M.C. 5.1 litre) 7-ton 17-ft. and 7-ton 4-wheel 17-ft. platform truck, choice two.

ATKINSON 644LW (Gardner 4LW) 7.8-ton 17-ft. platform truck, 9.00 x 20, 180-in. drop-side body.

ALBION Reiver 6-wheel double-drive 22-ft. platform truck, Michelin C20, choice two.

SEDDON (Perkins P6) 6-ton 17-ft. wheel-long-wheelbase platform, Michelin C20.

ALBION Champion T3EL diesel 6-ton 7-ton 4-wheel platforms, choice two.

ATKINSON L745LW (Gardner 4LW) 8.9-ton 19-ft. platform, excellent condition.

MAMMOTH Major 9.6-litre 12-ton 8-wheel 45cwt. single-cab, 25-ft. platforms, 9.00 x 20, reconditioned engine 1960, choice two.

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EXCHANGES.

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1948 ALBION 8-wheeler cab and chassis, choice of four, £150. each.

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1959 BEDFORD long-wheelbase Busset, 12 seats, works mileage only, choice of two, £575. each.

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NEW FORD Trader, prime mover, Eaton axle, 8.25 x 20 tyres, ex stock.

NEW COMMER forward-control 30-cwt. vans, in steel or steel-faced, available, ex stock.

NEW COMMER 15-cwt. van, fitted doors, painted yellow, diesel engine, ex stock.

NEW LAND ROVER long-wheelbase pick-up, petrol.

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1958 BEDFORD Workibus 12-seater, one owner.

1957 COMMER TS3 medium-wheelbase tipper, wood drop-side body, £425.

1952 fitted body and tipping gear, 5LW engine and 5-ton box, £725.

1958 NEW YORK W.I.A. 25-ft. platform, 9.00 x 20 tyres, Scammell attachment, ex demonstrator.

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1954 BEDFORD 7-ton platform truck.

1957 AUSTIN A50 van.

1957 COMMER 8-cwt. van.

1955 BEDFORD 4-ton, P6 truck.

1958 Thanes Trader tipper, 6D.

1958 Thanes Trader tipper, 6D.

1958 Thanes Trader tipper, 6D.

1959 Thanes Trader tipper, 6D.

1956 COMMER 7-ton TS3 tipper.

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NEW VEHICLES AVAILABLE FOR

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1960 ATKINSON 8-wheeled 24-ft. platform truck, Gardner 6LX engine, double drive, good 40 x 8 tyres, de luxe cab, heater, automatic lubrication, well maintained and carefully used since new, in excellent condition throughout.

FORD Trader diesel tractor unit, low mileage, fixed-wheel coupling, almost new.

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1959, July, LEYLAND Beaver tractor unit, 600-cwt. using new components, to be registered.

1956 LEYLAND Comet 12-ton 25-ft. drop-side, 14-ft. 6-in. coal tipping body, extension sides.

1955 LEYLAND Comet normal-control, short-wheelbase tipper, reconditioned engine, new body and Pilot tipping gear.

1955-57 LEYLAND Comet forward-control coal

tipper, choice of six, available shortly, prices from £500.

1954 LEYLAND Octopus 8-wheeled tipper, body, reconditioned engine, very good condition.

1955 LEYLAND Comet normal-control, fitted 14-ft. 6-in. coal tipping body, new tyres all round.

1949 LEYLAND Comet 75 normal-control long-wheelbase dropside truck.

1956 ALBION Reiver 6-wheel tipper, new body and Pilot tipping gear, reconditioned Comet engine.

1956 ALBION Caerlaverock, fitted 14-ft. 6-in. coal tipping gear.

1955 ALBION Claymore, fitted 1,000-cu.-ft. Luton van, owner-driven from new.

1960 BEDFORD normal-control 4-ton long-wheelbase truck.

1955 BEDFORD 7-ton tipper, Steel U-shaped body, a reconditioned R6 engine.

1954 BEDFORD forward-control long-wheelbase drop-side truck, diesel.

1952 GUY Olier 4-wheel, drop-side truck, 4LW engine.

1950 VULCAN short-wheelbase tipper, P6 engine.

1952 BROWNHILLS MOTOR SALES,

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BROWNHILLS MOTOR SALES,

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LEYLAND ALBION SCAMMELL AUTHORIZED DEALERS

## 24-HOUR DUTY BREAKDOWN SERVICE

LEYLAND Comet ECO/1 is a normal-control, completely

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1956 LEYLAND Comet 12-ton 25-ft. drop-side, 14-ft. 6-in. coal tipping body, extension sides.

1955 LEYLAND Comet normal-control, short-wheelbase

tipper, reconditioned engine, new body and Pilot tipping gear.

1955-57 LEYLAND Comet forward-control coal

tipper, choice of six, available shortly, prices from £500.

1954 LEYLAND Octopus 8-wheeled tipper, body, reconditioned engine, very good condition.

1955 LEYLAND Comet normal-control, fitted 14-ft. 6-in. coal tipping body, new tyres all round.

1949 LEYLAND Comet 75 normal-control long-

wheelbase dropside truck.

1956 ALBION Reiver 6-wheel tipper, new body and Pilot tipping gear, reconditioned Comet engine.

1956 ALBION Caerlaverock, fitted 14-ft. 6-in. coal tipping gear.

1955 ALBION Claymore, fitted 1,000-cu.-ft. Luton van, owner-driven from new.

1960 BEDFORD normal-control 4-ton long-wheelbase

truck.

1955 BEDFORD 7-ton tipper, Steel U-shaped body, a reconditioned R6 engine.

1954 BEDFORD forward-control long-wheelbase drop-side truck, diesel.

1952 GUY Olier 4-wheel, drop-side truck, 4LW engine.

1950 VULCAN short-wheelbase tipper, P6 engine.

1952 BROWNHILLS MOTOR SALES,

WATLING STREET (A5),

BROWNHILLS, STAFFS.

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## WHITEHOUSE MOTORS, LTD.

£315. 1956 BEDFORD 5-ton short-wheelbase drop-side steel body tipper, good P6 engine, tyres fair.

1952 AUSTIN 25-cwt. van, one owner, all good tyres.

£70. 1952 GUY Warrior 3-ton drop-side tipper, very good condition.

£195. 1953 KARRIER Bantam drop-side tipper, very good condition; choice of two.

£100. 1953 ALBION 12-ton drop-side truck, alloy

£375. body, P6 engine, all good tyres with attached 4-wheel low-loading trailer, very good condition throughout, will separate.

£245. 1954 BEDFORD A-type long-wheelbase drop-side, single-ram front end, fitted with stabilizer, P6 engine just fitted new rings, shives and valves, repainted.

£295. 1956 MORRIS 30-cwt. forward-control van, reconditioned, B6 engine, diesel engine 39 miles only, new clutch, five new tyres, repainted black.

£335. 1955 B.M.C. short-wheelbase 6-cu.-yd. tipper.

PLenty of vans, trucks and tippers.

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## GOOD USED COMMERCIALS.

1958 AUSTIN A35 van, in grey, £300.

1957 BEDFORD Workibus, blue, £275.

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THAMES 15-cwt. chassis and cab with truck body.

7-TON 160-in. wheelbase chassis-cab and complete truck with all extras.

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B.M.C. 7-ton 16-ft. 6-in. platform, metal body.

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1955 THORNHCROFT 8-wheeler, flat platform, metal body, C-licence operator, choice of two.

1956 THORNHCROFT 8-wheeler, flat platform, metal body, C-licence operator.

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COVENTRY AND JEFFS. LTD.  
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LEYLAND CHASSIS-CAB. LEYLAND  
MODEL CSJ-1R, MODEL CS3-2R, MODEL CS3-3R.  
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SEDDON 7-TONNER SEDDON  
LONG wheelbase, 20-ft. treble drop-side body, Leyland engine, 6-speed gearbox cab heater, flashing indicators, etc. body. SEDDON 6-wheeler tipper, complete with 103-cu.-yd. body. Pilot gear, power steering. 10.00 x 20 tyres, cab heater, list price.

DODGE DODGE  
3144AY 7-ton tipper complete with Leyland engine, Eaton axle, etc. list price.  
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3123 6-ton tipper complete with 305 Perkins engine, MK 11C. Eaton axle, 9.00 x 20 tyres. List price.

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1957 ALBION Clydesdale 13-ft. 6-in. all metal body, twin ram tipper, well tyred all round, owner driven from new. £950.

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BARGAINS OF THE WEEK.

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THAMES Trader 6 x 2 138-in. chassis-cab platform or bulk tipping body, can be fitted within seven days, THAMES Trader 75 138-in. and 160-in. chassis-cabs and trucks.

THAMES Trader articulated units.

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THAMES 2-ton 4D standard van.

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1954 ALBION Reiver, 1957, Leyland engine, fibreglass front end.

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C body.

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FOR ThAMES Trader 7-tonner 1959 138-in.-wheelbase

F twin-ram tipper.

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FOR Quality Tested used vehicles.

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1951 BEDFORD 5-ton long-wheelbase drop-side, 8LW, diesel, £225.

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1957 MORRIS 4-ton long-wheelbase drop-side truck diesel, immaculate condition, £450.

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FOR immediate delivery, new BEDFORD 25-cwt

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1955 Immediate delivery.

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IMMEDIATE delivery.

1955 NEW THAMES Trader, 7-ton Ebro 6-cu.-yd. fixed-side

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1955 NEW THAMES 15-cwt. van, primer.

1955 NEW THAMES 12-seater estate car, yellow.

1955 TWO new Merriweather 12-ton 25-ft. straight-frame

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1960 FORD Trader artic. unit, fitted with Eaton

Michelin Tyres, mileage 25,000 miles, two 1948 Massey

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AUTHORIZED DODGE AREA DEALERS.

WE offer the following for immediate delivery:

SHORT-WHEELBASE tippers, fitted air brakes, 9.00 by

9.00 x 20 12-ply tyres, etc.

SHORT-WHEELBASE chassis-cab, fitted York third

scale, etc.

ALL models for early delivery.

883-442

DODGE AREA DEALERS.

OFFER FOR IMMEDIATE DELIVERY.

DODGE 6-ton long-wheelbase chassis-cab, 8.25 x 20,

suitable for 5-ft. 6-in. body.

DODGE 7-ton long-wheelbase double-drop-sided truck,

steering, etc.

DODGE 7-ton short-wheelbase Leyland engine, 18500

2-speed axle.

883-513

ISHERWOODS GARAGES, LTD.

DODGE DISTRIBUTORS.

DODGE 6-ton 3123R tipper, 5-cu.yd. underbody ram,

340-cu.in. diesel engine, 8.25 x 20 12-ply tyres, power

steer, list steering, rear helper springs, dual heater, flashing direction

indicators, towing eyes, rear shock absorbers, £1,729.

DODGE 7-ton 3146BY chassis-cab, 9.00 x 20 12-ply

tyres, steering, etc.

DODGE 7-ton short-wheelbase Leyland engine, 18500

2-speed axle.

883-513

110 BUXTON ROAD,

STOCKPORT.

Phone, Stockport 5083. 883-508

NORTH CHESHIRE MOTORS, LTD., Winwick Street,

Factory, John St., Warrington. Phone 33271. Sales,

spares and service.

COTTEE AND EDWARDS (1919) LTD., Castle

Boulevard, Nottingham. Phone 46674. Distributors for

Nottinghamshire. Full range of spares available.

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FODEN

FODEN TRADERS, all models, tippers and flats. Ask your agent.

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THAMES TRADERS.

ALL MODELS FOR IMMEDIATE OR EARLY

DELIVERY.

W. HAROLD PERRY, LTD.,

STATION BRIDGE, HARROW,

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F. H. PEACOCK, LTD.,

MAIN FORD DEALERS

AND COACHBUILDERS.

EARLY DELIVERY OF ALL VEHICLES.

SALES, SERVICE AND INSURANCE.

219-221 BALHAM HIGH ROAD, S.W.17.

Balham 1271 (10 lines).

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## New Goods Vehicles (contd.)

W. HAROLD PERRY, LTD.,

MAIN FORD DEALERS.

NEW COMMERCIAL VEHICLES FOR

IMMEDIATE DELIVERY.

2-TON S.F.C. 4D van.

3-TON 157-in. 4D truck.

THAMES Trader articulated unit, 6D.

5-TON 152-in. Trader 4D truck.

5-TON 152-in. Trader 6D chassis-cab.

7-TON 108-in. Anthony drop-side tipper.

15 CWT. chassis-cab, complete with Luton van body.

INVICTA WORKS.

NORTH FINCHLEY, N.12.

Hill 8888. 895-989

HUBERT DEES, LTD.,

MAIN FORD DEALERS.

BRIGHTON ROAD, CROYDON.

Phone, Cro 6011.

THAMES Trader articulated unit 6D, 8.25 x 20 12-ply

tyres.

THAMES Trader articulated unit, 6D, 8.25 x 20 12-ply.

2-speed axle.

THAMES 2-ton 128-in.-wheelbase standard van, petrol.

THAMES Trader 7-ton 160-in.-wheelbase 6D truck.

THAMES County 6 x 2, 138 160-in. wheelbase.

THAMES 4-ton 128-in.-wheelbase 4D chassis-cab.

THAMES Trader 7-ton 108-in.-wheelbase Edbro drop-

side tipper, 5-cu.yd. body with cab guard, grey cab,

9.00 x 20 12-ply tyres.

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Used Passenger Vehicles (contd.)

**F.C.S., LTD.** **F.C.S., LTD.**  
MARK III **A.E.C.** R.T. TYPE  
SUPER DOUBLE-DECKERS.  
ALL MACHINES UNCONDITIONALLY  
GUARANTEED.

**1948** BRISTOL lowbridge double-deckers with 18.9 E.C.W. thin-wall all-metal bodies fitted, 5.L.W. Gardner and later series low-mileage Bristol AV 9.8 diesel engines, in super mechanical and body condition. Certificate of fitness to 1962. Price £450-£500. Choice of 10.

**1947** Mark III and R.T. Type A.E.C. double-deckers (not ex London Transport) with 5.L.W. Gardner all-metal bodies, fitted late series low-mileage 9.8 E.C.W. engines (some under 15,000), in super mechanical and body condition, complete in all details and ready for immediate service, certificate of fitness to 1963-62. Choice of four. Price £500-£650.

**1951** BRISTOL 9.8 E.C.W. double-deckers with Metcalf all-metal bodies, high bridge, half sliding windows, etc., fitted late series low-mileage 5.L.W. Gardner, 7.7 A.E.C. and Bristol AV 9.8 diesel engines, in super mechanical and body condition, certificate of fitness to 1963-62. Choice of 30. Price £500-£550.

**1948** LEYLAND PD1 fitted Charles Row, highbridge, 56-62-seater double-decker, teal and metal bodies, with late series low-mileage PD1, 7.4 diesel units, crash boxes, in super mechanical and body condition, certificate of fitness to 1962. Choice of four. Price £400-£450.

**SINGLE-DECKERS.**

**1952** BEDFORD Vegas with Duple 33-seater full-front coach bodies, all seating re-moqueted beginning of 1959. From a small large Southern operation, very good, in immaculate mechanical and body condition. Certificate of fitness to 1962. Choice of six. Price £1,050.

**1952-53** LEYLAND Beadles with 35-26-seater Bendle 5-L.W. Continental full-front luxury coaches, high-backed full Continental adjustable reclining seating, with Leyland 6-cylinder diesel units, certificate of fitness to 1962-61. Just off Continental service, in super condition. Price £950-£1,750. Choice of 20.

**1951** Continental body, front entrance, sliding door, centre roof lights. Continental interior, racking, strip interior lights, fitted 7.7 A.E.C. engine, certificate of fitness, end of 1961, price £950.

**1950** Mark III A.E.C. front-fitted Windover special full-luxury Continental bodies, reclining seating, three centre roof lights, seasonal use only, fitted late series low-mileage 9.8 A.E.C. diesel engines, certificate of fitness to 1962-63. Choice of 20. Price £950.

**1948** A.E.C.s with Harrington full-luxury 32-33-seater bodies. Continental luggage boots, power-operated doors, half-sliding windows in headrests for one-man operation, armrests, side and centre console, etc., fitted lowbridge late series A.E.C. diesel engines, in super mechanical and body condition, certificates of fitness to 1963. Price £450-£400. Choice of 24.

**1948** LEYLAND PD1s with 35-seater Willowbrook bodies. Continental luggage boots, power-operated doors, half-sliding windows in headrests for one-man operation, armrests, side and centre console, etc., fitted lowbridge late series A.E.C. diesel engines, in super mechanical and body condition, certificates of fitness to 1962-63. Price £450-£400.

**1948** 5-L.W. saloons with Eastern Coachworks 35-seater thin-wall all-metal service saloon bodies, fitted late series low-mileage 5.L.W. Gardner engines, in immaculate mechanical and body condition, certificate of fitness, expiring end of 1962. Choice of 7. Price £450-£500.

**1948** ENGINES. We have in stock engines complete with fuel pump, dynamo and starter, for all well-known makes of passenger vehicles, Gardner 6, 5, 4.L.W. and 5.L.W.; A.E.C. 7.7 and 9.8; Leyland 8 and PD1 at prices ranging from £100-215.

**GENERAL PART-EXCHANGE ALLOWANCE.**  
FREE SPARES,  
OPEN SEVEN DAYS A WEEK.  
SPECIAL H.P. FACILITIES.

**THESE** are only a few of well over 200 passenger vehicles of most well-known makes and seating capacities which are available for immediate inspection and test. Write for stock lists.

**F.C.S., LTD.** **F.C.S., LTD.**

**F.C.S. WORKS,**  
LONDON ROAD,  
DUNCHURCH,  
NEAR RUGBY.

Phone, Dunchurch 262 and 265.  
DEPOT AT BEGINNING OF MILE  
BIRMINGHAM SPUR.

883-550

**MILLBURN MOTORS, LTD.,**  
MILLBURN STREET,  
• GLASGOW, N.I.  
Phone, Bell 0073.

**LUXURY COACHES.**

**1959** BEDFORD Duple 41-seater (choice of three), 25-30,000 miles each, £3,100.  
**1955** BEDFORD diesel Duple 36-seater, certificate of fitness 1965, £1,650.  
**1958** BEDFORD 5-L.W. single 41-seater, certificate of fitness 1965, £2,600.  
**1957** BEDFORD petrol Duple 41-seater, certificate of fitness 1961, £2,250.  
**1950** BEDFORD Vista 29-seater, certificate of fitness 1963, £500.  
**1950** BEDFORD Vista 29-seater, certificate of fitness 1961, £400.  
**1955** BEDFORD Duple 38-seater, certificate of fitness 1965, £1,500.  
**1955** ATKINSON Burlington 41-seater, certificate of fitness 1965, £2,250.

**SERVICE BUSES.**

**1958** BEDFORD Duple 40-seater service bus, Leyland engine, choice of two, certificate of fitness 1965, £3,500.

**1946** LEYLAND PD1-E 56-seater, highbridge certificate of fitness 1964, each £650.

Used Passenger Vehicles (contd.)

**S.M.T.**

177-205 FINNIESTON STREET, GLASGOW, C.3.  
Phone, DOUGLAS 2940. Phone, DOUGLAS 2940.

FOR NEW AND USED COACHES.

MAY WE RECEIVE THE OPPORTUNITY OF QUOTING FOR YOUR NEXT SEASON'S NEW COACH REQUIREMENTS NOW, AND AVOID DELIVERY DISAPPOINTMENT.

WE HAVE IN STOCK NOW A SPLENDID SELECTION OF OVER 40 QUALITY USED COACHES, EXAMPLES OF WHICH ARE AS FOLLOWS:—

1959 BEDFORD diesel Duple 41-seater full luxury coaches in as-new condition, choice of four low-mileage machines.

1959 BEDFORD diesel Duple 41-seater full luxury coaches with 2-speed rear axles, in splendid condition, choice of four.

1959 BEDFORD diesel Duple 41-seater full luxury coaches, exterior two shades of green, seating trimmed in dark green patterned moquette, extras include roof quarter lights, public address equipment, Syndromic lubrication fitted to chassis, excellent value, choice of two.

1957 BEDFORD Duple petrol 41-seater coach, exterior blue and cream, seats in attractive fawn patterned moquette, radio, extremely fresh condition.

1956 BEDFORD Plaxton 41-seater full luxury coach, exterior cream and green, seats in attractive fawn patterned moquette, heaters, glass roof quarters, Formica side panels.

1956 BEDFORD Plaxton 41-seater coach, exterior blue and cream, seating trimmed in grey diced patterned moquette, extras include heaters, Formica side panels, radio, excellent value.

1955 BEDFORD Duple 38-seater coach, certificate of fitness December 1964, exterior red and cream, seating in red patterned moquette, Formica side casings, heater.

1954 BEDFORD R6 diesel engine, exterior blue and cream, seating blue patterned moquette, Formica side casings, certificate of fitness 1964, excellent value.

1952 BEDFORD Duple 33-seater coach 7 ft. 6 in. width, exterior blue and cream, seating in blue patterned moquette, glass roof quarters, tubular parcel racks.

1952 BEDFORD Duple 33-seater coach, exterior red and cream, seating in blue patterned moquette, Formica side casings, heater, splendid condition.

1949 BEDFORD Plaxton 29-seater Vista coach, certificate of fitness 1963, exterior in two shades of blue with seating trimmed in dark blue patterned moquette, splendid condition, extras include very good moquette, radio.

1953 COMMER TS1 Duple 41-seater full luxury coach, certificate of fitness 1965, exterior red and cream, radio, heater and plastic headrest covers, reconditioned engine recently fitted outstanding vehicle.

1960 FORD Thames diesel Duple 41-seater full luxury coaches, exterior red and cream, many extras, choice of two.

1952 LEYLAND PSI Plaxton full-fronted 37-seater full luxury coach, exterior in black, seating trimmed in blue upholstery, first-class condition throughout.

1951 LEYLAND Royal Tiger Plaxton 41-seater full luxury coach, exterior red and cream, seating red patterned moquette, exceptionally clean condition throughout, out and very reasonably priced, certificate of fitness December 1963.

1951 A.E.C. Burlington 41-seater full luxury coach, certificate of fitness June 1965, exterior in ivory, low centre roof lights.

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1951 A.E.C. Burlington 41-seater full luxury coach, certificate of fitness June 1965, exterior in ivory,



Used Passenger Vehicles (contd.)

THE MILLBURN ORGANIZATION,  
PASSENGER AND COMMERCIAL VEHICLE  
SPECIALISTS.  
ALBIONS, LEYLANDS, FORD THAMES.  
TO COACH OPERATORS.

We have for immediate and early delivery a number of the increasingly popular FORD THAMES passenger chassis, 6-cylinder diesel units, 2-speed axles, fitted with Duple and Plaxton super luxury 41-seater coachwork. Demonstration at time or place. Good part-exchange allowances. Short-term hire or purchase if required. Now is your opportunity to augment your fleet by adding these super de luxe coaches.

Write, phone or call for any further information.

A LSO:

**1959**, August, BEDFORD Duple de luxe 41-seater, 31,000 miles, certificate of fitness October, 1966, taxed to January 31, 1967, pre-order throughout.  
**1958**, July, BEDFORD Duple de luxe 41-seater, certificate of fitness 1965.  
**1958**, BEDFORD Duple luxury 40-seater semi-bus-1958 com-coach, certificate of fitness 1965, Leyland diesel power unit.  
**A.E.C.**, certificates of fitness, prices from £200 each.  
**LEYLAND**, PSI buses and coaches, 31-, 33-, 35-  
35-seaters, certificates of fitness, from £200 each.  
**1949**, MAUDSLAY, 17 units, Buntingham.  
**1949**, Brockhouse and Scottish Aviation 33-seaters coachwork, half cab and full front, certificates of fitness up to 1964.  
**1947**, GUY Arab 35-seater bus, Gardner 5LW unit, certificate of fitness 1964, £225.  
**1949**, GUY Arab, Gardner 5LW unit, 36-seater high-bridge double-decker bus, good order, certificate of fitness 1966.  
**1939**, LEYLAND TDS with 1949 Alexander metal-frame 53-seater, low-bridge double-deck coachwork, certificates of fitness up to 1962, good order, prices from £275. Choice of seven.  
**1935**, LEYLAND TDS with 1949 Alexander metal-frame 53-seater, low-bridge double-deck coachwork, certificates of fitness up to 1962, good order.  
**1947**, LEYLAND PDI 56-seater high-bridge, M.C.W. coachwork. Choice of eight.

WE HAVE JUST PURCHASED 100 A.E.C., DAIMLER, GUY SINGLE- AND DOUBLE-DECK TYPES, ALL IN GOOD CONDITION AND CARRYING GOOD CERTIFICATES OF FITNESS.

WRITE, PHONE OR CALL.

MILLBURN MOTORS (Preston) LTD.,  
WALMER BRIDGE,  
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Phone, Longton, Lancs. 3255-6.  
N.B. NEXT MOTOR AUCTION SALE,  
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TAYLORS (P.S.V.) LTD.

WORCESTER STREET AND EASTERN AVENUE,  
GLOUCESTER.

Phone, Gloucester 22228.

WE have the following new vehicles available from stock, also a selection of good used vehicles. All tested and ready for operating.

**1961** Thame Duple Yeoman.

**1961** Thame Harrington.

**1961** Thame Buntingham Seagull 61.

**1960** choice of three, Thame Buntingham, radio, heaters, wheel discs.

**1960** choice of two, Thame Buntingham, radio, heaters, discs, choice.

**1959** Thame Duple 41-seater, radio, heater, discs.

**1959** Thame Buntingham, radio, heaters.

**1959** BEDFORD diesel Duple 41 seats, radio, heater, disc, quarter and domes, immaculate.

**1955** A.E.C. Reliance 36-seater, new, all extras, including glass quarters.

**1955** BEDFORD Duple, 36 seats, radio, heater, glasses, very clean.

**1953** A.E.C. Harrington, Dorsal fin, heater, radio, 19 reclining seats.

**1952** BEDFORD Duple, 35 seats, certificate of fitness 1962, clean condition.

A selection of Bedford and A.E.C. and Leyland with certificates of fitness.

PHONE, Gloucester 22228. 883-9285

SILVER LINE MOTORS.

VAUXHALL AND BEDFORD MAIN DEALERS.

**1952** BEDFORD Duple Vega 33-seater, certificate of fitness 1962, £1,250.

**1952** FODEN 39-seater Windover coachwork, certificate of fitness 1962, radio, heaters, full luxury seats, red and cream, recent new Mk. II engine, £1,400.

**1952** BEDFORD Duple, 36 seats, radio, heater, reconditioned engine, certificate of fitness 1963, £1,300.

**1951** A.E.C. MK. IV, 39-seater Buntingham Seagull body, radio, heaters, certificate of fitness 1961, £1,300.

**1949** SEDDON, Perkin P6 engine, 32 high-back seats, certificate of fitness 1961, £250.

SILVER LINE MOTORS.

MOORLANDS.

WELWYN GARDEN CITY, HERTS.

Phone, Welwyn Garden 5494. 883-545.

WE HAVE JUST PURCHASED 100 A.E.C., DAIMLER, GUY SINGLE- AND DOUBLE-DECK TYPES, ALL IN GOOD CONDITION AND CARRYING GOOD CERTIFICATES OF FITNESS.

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Used Passenger Vehicles (contd.)

STANLEY HUGHES AND CO., LTD.,  
LODGE GARAGE, WHITEHALL ROAD,  
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OFFERS FOR IMMEDIATE DELIVERY FROM STOCK THE LARGEST FLEET OF LATE MODEL LUXURY COACHES IN THE COUNTRY AT VERY REDUCED PRICES.

**NEW MACHINES.**  
NEW SBI BEDFORD diesel chassis fitted with 41-seater Duple bodies, all with flowery interiors and various exterior colours, choice of eight.

NEW FORD Thames chassis fitted with 41-seater Duple body, red interior, red and cream exterior, many extras.

NEW FORD Thames chassis fitted with 41-seater Plaxton body, red interior, red and cream exterior, many extras.

NEW A.E.C. Reliance, fitted 41-seater front-entrance Plaxton body, red interior, in primer.

SECOND-HAND MACHINES.

**1960** BEDFORD fitted Plaxton bodies, red interior, cream exterior, step-floor, Plaxton conversion, many extras, these machines have done approximately 15,000 miles, in immaculate condition, choice of six.

**1960** FORD Thames fitted with Plaxton bodies, many extras, red interior, cream exterior, approximately 15,000 miles, choice of two.

**1960** BEDFORD Thames, 41-seater, fitted with Plaxton Burlington and Duple bodies, red interior, various exterior colours, many extras, approximate mileage 15-20,000, greatly reduced price, choice of 16.

**1956** COMMER TS3 fitted with Plaxton 35-seater bodies, choice of four.

**1955** COMMER TS3 fitted with 41-seater Plaxton bodies, immaculate condition, been used on private hire, choice of 14.

**1951** -52 A.E.C. Mark IV fitted Buntingham, Plaxton and Duple bodies, cream exterior, late property of large company, choice of 10.

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**1951** -52 A.E.C. Mark IV fitted Buntingham, Plax

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**SAVILLE MOTOR SALES LTD.**  
STRATFORD ON AVON.  
Phone, Stratford on Avon 4242 (15 lines),  
AND ON SATURDAY AFTERNOONS, 4005.  
**1961** BEDFORD 300-in. diesel 11-seater. Duplex Super  
Vega. top sliding windows, quarter lights, mesh  
bonnet cover, step mat, red and fawn finish, ex-  
hire. 41-seater. 1961. £150.  
**1959** BEDFORD 300-in. 41-seater. Duplex Super Vega.  
Heaters, bonnet cover, wheel discs, extra  
seats, certificate of fitness 1966, choice of three.  
**1954** Vega. 11-seater. Burlington, immaculate,  
certificate of fitness 1963.  
**1953** PSI LEYLAND full-front 33-seater, re-certified  
certificate of fitness 1966.  
**1951** FODEN 300-in. full-front 33-seater, certificate  
of fitness 1965.  
**1950** FODEN T/S full-front 33-seater, new engine,  
certificate of fitness 1964.  
**1949** A.E.C. Reliance III 33-seater, very clean,  
certificate of fitness 1964.  
**1947** DAIMLER, 33 Duplex, very good vehicle, certificate  
of fitness 1964.  
WE are now taking orders for the 1961 model Duplex  
41-seater minibus on BEDFORD petrol and diesel  
HIRE-PURCHASE. A.E.C. Reliance chassis; your inquiries welcomed.  
HIRE-PURCHASE. PART-EXCHANGE.

ALSO AT—  
**REDBROOK ROAD,**  
MONMOUTH.

Phone, Monmouth 336.

## Used Passenger Vehicles (contd.)

**W. HAROLD PERRY, LTD.**

MAIN FORD THAMES P.S.V. DEALERS,  
STATION BRIDGE, WEALDSTONE,  
MIDDLESEX.

**1959** BEDFORD S.B.I. Burlington, 41-seater, red  
certificate of fitness 1963.  
**1953** BEDFORD petrol Plaxton 33-seater (luxury),  
public address, heaters, ex-Continental tours,  
47,000 miles, certificate of fitness 1963.  
**1949** COMMER petrol Avenger Plaxton 33-seater,  
certificate of fitness 1963.

ORDERS NOW BEING TAKEN FOR

**1961 THAMES.**

PART-EXCHANGES. HIRE-PURCHASE.

PHONE, HARROW 1031. 883-172

**THE SOUTHERN LIGHT COACH CENTRE**  
JOHNS CROSS GARAGE LTD.,  
ROBERTSBRIDGE 222-233, SUSSEX.

FOR EARLY DELIVERY.

**1960** NEW TROJAN 14-seater luxury coach, Perkins diesel,  
£1,475.  
**1960** TROJAN Rural Bus, demonstration model, fitted  
radio, spots, etc., £1,050.  
**1960** 12-seater Thame, as new, 5,000 miles, £625.  
**1959** MORRIS Minibus, p.v.s., perfect condition,  
£600.  
**1960** Model AUSTIN Omnicar, p.v.s., low mileage,  
£655.  
**1958** BEDFORD Workabus, recent new engine, very  
smart, £345.  
**1956** VOLKSWAGEN Microbus, new engine, 1,000  
miles only, exceptional, £395.  
**1956** MORRIS Kenex 14-seater coach, fitted new  
requirements, £675. 883-526

**PERCY HENDY, LTD.**

VINCENTS WALK,  
SOUTHAMPTON.

Phone, 28331.

**BEDFORD** 38-seater, petrol, Duplex Vega, in green with  
certificate of fitness 1965, and heater.  
**BEDFORD** 4-seater diesel, Burlington, in red and  
cream with certificate of fitness 1967, and heater.  
**CROSSLEY** 37-seater diesel, Burlington.

**A.E.C.** 7.7 41-seater, diesel, cream-blue with certifi-  
cate of fitness 1963, and heater.  
**COMMER** 41-seater petrol, Harrington, in blue-cream  
and heater, certificate of fitness 1964, and radio, 2-speed axle  
**THAMES** 41-seater, diesel, Burlington, in red and  
cream, with certificate of fitness 1967, and two  
heaters.  
**LEYLAND** 35-seater PSI, Gurney Nutting, in blue with  
heater.

**DOUBLE-DECKERS**, low bridge, 53 seats, Daimlers  
and Leylands, fitted with doors and heaters. £1,250  
£1,250.

**WESLEY'S COACH SERVICES.**

STOKE GOLDINGTON,  
NORTH BUCKS.

Phone, 26. 883-421

**KINGSLAND AND SONS (CAMBERWELL), LTD.**  
**1958** COMMER TS3, Yeates Europa, certificate of  
fitness 1961.

**1955** COMMER 41-seater Duplex, certificate of  
fitness 1965.

**1952** CROSSLEY 37-seater, Strachan body, certificate  
of fitness 1962, £650 o.n.o.

**246 BROMLEY ROAD,**

CATFORD, S.E.6.

Hither Green 4881. 883-311

**LEYLAND** TD5 low-bridge 53-seater, rear doors, £389.

**LEYLAND** PD2 1951 Burlington half-cab, 37-seater,  
£1,600.

**MAUDSLAY** A.E.C. 7.7 (2) 33-seater Wadham half-cab,  
£1,494. £4.5 each.

**A.E.C.** Reliance (2) Burlington 41-seaters, 1954,  
£3,000.

**BEDFORD** Plaxton (2) 36-seaters, 1953, £1,900; 1955  
£2,350.

**BEDFORD** Plaxton 41-seater, 1955, £2,650.

**BEDFORD** Duplex 41-seater, 1958, £2,950.

ALL certified, heaters, radios, etc. H.P. available.

**HUFFIELD COACHES (GOSPORT), LTD.**, Forton  
Road, Gosport 82366; Warwick 1255. 844-9251

**1953** COMMER TS3 41-seater Duplex.

**1957** COMMER TS3 41-seater Duplex.

**1957** BEDFORD petrol 41-seater Plaxton, choice of  
two.

**1958** W. FIELDSEND, LTD., Palace Building, Cross Lane,  
J. Salford 5. Phone, Pendleton 5331. 883-262

**1958** LEYLAND Royal Tiger 41-seater.

**1958** BEDFORD 29-seater Duplex Vista, high-back  
seats, certificate of fitness three years, £389.

**1950** COMMER 33-seater Strachan full-front body,  
7 ft. 6 in. high-back seat, £475.

**1950** AUGUST BEDFORD bus (31), driver-operated  
concourse, green and grey, certificate of  
fitness 30.11.63, £75.

**1950** October, BEDFORD Vista (29), interior  
refined, steamed and undersprayed, repainted  
and creamed and re-cerified, £675.

**1950** COMMER Avenger, fitted 20 luxury seats,  
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**1950**, three abreast, nice condition, worth £750. take  
SEND for list, 40 vehicles in stock.

**PHONES:** Ware 2383 and Hertford 4334; night, Ware  
2896. 883-76

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**DENNIS** Lance III 35-seater Duplex bodies, 1947-48.  
Certificates of fitness to 1962; choice of three from  
£225.

**A.E.C.** 9.6 33-seater, full-fronted, 1950, certificate of  
fitness to 1963, £550.

**ALL** ready for immediate service.

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883-492

Nov. 18, 1960—THE COMMERCIAL MOTOR 85  
(Supplement)

## Used Passenger Vehicles (contd.)

**1955** COMMER Plaxton 41-seater, tubular bearing,  
immaculate condition, certified 1965, £2,250.

**1952** TILLING-STEVENS Express lightweight luxury  
coach, 37-seater, heaters, certified 1962, £485.

**1951** BEDFORD 33-seater Plaxton, heaters, certified  
1962, £450.

**1949** MAUDSLAY 33-seater Plaxton, heaters, certified  
1962, £150.

**1950** BEDFORD 29-seater, first-class condition, £550.

**NEAR** offers considered for these. Hire-purchase could  
be arranged. Spiers, 4 Market Place, Henley-on-  
Thames, Herts, 312. 883-284-284.

**1960** BEDFORD 41-seater, Plaxton body, Leyland  
engine, Persen, quarters, wireless and heater.

**1959** BEDFORD 41-seater, Plaxton body, Leyland  
engine, Persen, quarters, wireless and heater.

**1957** A.E.C. 9.6 all-weather body 38-seater, wireless  
and heater.

**1952** W. GRIEVE, 43 Glengall Rd., Edgware, Stone-  
grave 7202. 884-9316

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**CAMBERWELL MOTORS, LTD.**, require 24 BEDFORD  
Vista Duplex coaches, preferably diesel engines, or  
would accept Seddon or similar vehicles. Also required,  
14-seater luxury coaches for export. Prompt inspection.

**INGS ROAD,**

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YORKS.  
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**COACHES AND COMPONENTS, LTD.**,  
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**A**RE now taking orders for 1961 BEDFORD 29-  
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PART-EXCHANGES AND H.P. terms arranged to your  
satisfaction. 222-0778

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VAUXHALL AND BEDFORD MAIN DEALERS,  
MOORLANDS,  
WELWYN GARDEN CITY, HERTS.

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your satisfaction. A full after-sales service is available  
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economic steam cleaning and chassis repairing to all  
operators.

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**140A LONDON ROAD,**  
KINGSTON-UPON-THAMES,  
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MOLESEY 6949 AFTER 7 P.M. 883-84

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DEMONSTRATIONS ANYWHERE.

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### ALF MOSELEY, LTD.

FORD THAMES P.S.V. DEALERS.

**O**FFER delivery from stock of this increasingly popular  
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ances, keenest H.P. terms. Knighthorpe Rd., Lough-  
borough. Phone 4777 (two lines).

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**EUROPEAN CARS, LTD.**, distributors for London  
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van, pick-up, ambulance. 129-131 Old Brompton Rd.,  
S.W.7. Tel. 7722.

A53



### Miscellaneous Vehicles (contd.)

USED tankers, one 2,000-gallon 3-compartment stainless steel semi-trailer, Scammell attachment with pressure gauge and hand pump; one 2,000-gallon 4-compartment frameless semi-trailer, Scammell condition; also exception Scammell 1954 10-ton Bedford tractor unit to suit same. W. R. Waybury 2508. 883-242

### Tank Wagons Wanted

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USTIN 6 x 4 tipper, new batteries, spare wheel, £260. W. Van, Ltd., Ampthill, Bedford. Ampthill 222-995

NEW GUY Warrior, light 8-wheeler, 17-ft. 9-in. wheelbase, 24 cu. yd. tipper, particularly suitable for general use. Make haulage, immediate delivery in primer. 883-239

NEW GUY Warrior, 4-wheeler, 15-ft. 9-in. wheelbase, A.E.C. engine, chassis-cab, immediate delivery, two-speed. 883-9281

MAY'S MOTORS (ELSTED), LTD., Elstred, Surrey. Phone: Elstred 2147-8. 884-9302

883 DODGE 1-ton diesel tipper, Eaton 2-speed transmission, new engine. Offside, H.P. armrest. 884-9281

1954 7-ton trailer tipper, Garston 4101. 883-9281

1960 THAMES 7-ton trailer tipper, Ebdro hoist, very small mileage. 8900. 883-240

BEDFORD 7-ton diesel tipper, 2-speed, 2-speed axle, 2-speed axle, very small mileage, almost as new. 883-240

BEDFORD 7-ton diesel tipper chassis, negligible mileage. 8750. 883-240

DODGE 8-ton diesel tipper, light coal body, 1959 in excellent order, £750. 883-240

ATKINSON 8-wheeler tipper, 6LW engine, 5-speed box, double drive, in excellent running condition. 11,000 miles. 883-240

1958 COMMER TS3 diesel 9-ton tipper, in first-class order, £675. 883-240

LSO many other good tippers in stock. Terms and 883-240

GUY GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 883-219

1955 THREE 7-tonners, 1950 BEDFORD 7-ton petrol tipper, 2-speed axle, 2-speed axle, with or without Anthony Rock bodies, less gear, from £225 each. North Belded. Phone: Bognor 762 (evenings). 883-2439

1955 SEDDON Perkins P6 engine hydraulic tipper, excellent condition, £200. C. Russett, 155 Millbank. 883-458

1957 7-ton DODGE diesel tipper, very good condition. 725. 883-461

COUNTY OAK SERVICE STATION, LTD., London Rd., Crawley, Sussex. Crawley 25475-6. 883-461

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SEDDON tractor, Scammell, 1954, Perkins 2-speed axle, tyres and mechanically good, £295. Phone: Bristol 883-225

1955 E.R.F. tractor, 5LW engine, 5-speed box, A.E.C. coupling, clean and sound, £750. 883-225

1952 FODEN tractor unit, 5LW engine, 5-speed box, S.A.E. in excellent order, £450. 883-225

1956 LEYLAND Beaver tractor unit, 600 engine, air braked, S.A.E. coupling, £950. 883-225

LSO other good units in stock. 883-225

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 883-219

1955 RUR-WHEEL-DRIVE Meadows winch tractor, 4-wheel drive, 4x4 Thornycroft with tractor, Bedford OL 4 x 4. Maurice Wells, East Harptree, Evenings, West Harptree 287. 883-3236

1955 DIAMOND T diesel tractor, 4500 h.p., Rodger's 20-ton trailer, Colne (Bucks) 2741. 883-470

1959 AUSTIN 120-diesel, forward-control, prime mover, 2-speed axle, B.T.C., S.A.E., S.M.M.T. coupling, 9.00 x 20 tyres, blue, no writing, 27,000 miles, approved gross train weight, 17 tons, £995. T. F. Dow (C.V.), Ltd., 98 Lower Addiscombe Rd., Croydon 2131. 883-527

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CARRIMORE. A trailer doubles the payload of your lorry and reduces the ten-mile cost proportionately. All models from 3-ton to 10-ton. 883-219

CARRIMORE SIX-WHEELERS, LTD., Carrimore Works, North Finchley, N.12. Hillside 3631-2-3

TRAILER Dollies, various size tyres, complete with wheel, from £80 each. L. W. Vass, Ltd., Ampthill, Bedford. Ampthill 3255. 883-962

JOHN CHARLTON (BOLTON), LTD., commercial vehicles and stores, Bent Street Works, Kearsley, near Manchester. Phone: Farnworth 1884.

SCAMMELL trailers, 3-ton, 6-ton, 8-ton. 883-961

25 FT. tandem axle Dyson trailer, drop side, 16-ton 25 capacity. £300. T. V. S. (Morley), Ltd., 72 Scotchman Lane, Morley 1847. 883-961

DYSON super trailers and semi-trailers. 883-961

The best of haul investments. 883-961

R. A. DYSON AND CO., LTD., 76-80 Grafton St., Liverpool, 18. Phone: Royal 8434. Grams: "Giantion", Liverpool. 883-961

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E.C.G. TRAILERS, 96 Hackford Rd., S.W.9. Scammell and all other types of trailers, ready to 25 ft. Also drawbar trailers. All reconditioned and ready to go. 883-9125

OVER 200 used trailers in stock from 5 cwt. to 25 tons. Capacity, articulated and 4-wheelers, by the leading makers, including low-loaders and semi-low-loaders, box bodies, planks, pantechinos and special types. 883-9279

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 883-225

DYSON 4-wheel trailers, two-line air brakes, roller bearing turntable, carrying capacity 8 tons, one with twin axles, 20 ft. long. C. Russett 2311 Carruthers Liverpool 3. Phone: Maritime 2261-3. 883-9279

EX-GOVERNMENT coach, semi-trailer, Dyson, fifth-wheel coupling as new and now Michelin X 700 x 20 tyres, £100. C. Russett 2310. 883-9286

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EVERY illustrated leaflet on request. 883-9286

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222-620 DODGE 7-ton diesel tipper chassis, negligible mileage, £750. 883-9286

HANDS double-ram tipping trailer with Tasker coupling. 883-9286

NEW SCAMMELL 12-ton 25-ft. semi-trailer, available immediately. 883-9286

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ONE new YORK model HW2 semi-trailer with Type 6 axle, 25-ft. platform with 2-ft. 6-in. wheel, mounted on 10.00 x 20 Michelin tyres with 10-stud wheel and vertical landing gear, spare wheel carried on side. 883-240

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LEICESTER, Phone: 36117. 883-72

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LARGE selection of new and used 2-wheel trailers, 4 cwt. to 30 cwt. at reduced prices. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 883-79

20-TON Eagle low-loading trailer, knock axle, new tyres. 883-79

SCAMMELL trailers, all lengths 16 ft. to 25 ft., also S. O. H. T. trailer make of drawbar semi-trailers. 883-79

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### MERTON ENGINEERING CO., LTD., OFFER:-

65-TON solid-tyred low-loading trailer, 18-ft. 6-in. well. 883-215

45-TON Rogers tank transporter trailer. 883-215

30-TON low-loading trailer, 20-ft. well. 883-215

25-TON low-loading trailer, 20-ft. well. 883-215

20-TON Tasker low-loading trailer, 14-ft. 6-in. well. 883-215

18-TON Freuhau 25-ft. semi-low-loading trailer. 883-215

20-TON Highways flat platform trailer, 23-ft. bed. 883-215

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5-TON Eagle 8-wheel machinery towbar trailer, 18 ft. 8-in. with ramps, 2 ft. 6 in. in loading height. 883-215

FAGGS ROAD, FELTHAM, MIDDLESEX. Phone: Feltham 6208. 883-181

DYSON 3-way 4-cu.yd. tipping trailers, unused. 883-468

D.H.B. Motors, Ltd., Colnbrook (Bucks) 2741. 883-468

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Spares for all commercial and passenger chassis. 883-645

CROSSROADS COMMERCIALS, LTD., Gildersome, near Leeds. Morley 4144-5-6. Most spares available. 883-965

RECONDITIONED A.E.C. 7.7 engine complete with Bedford. Ampthill 3255-6. 883-965

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A.E.C. All spares for Matador 4 x 4 and 6 x 6. 883-965

A.E.C. trucks. Martindale, Chorley. Phone: 3504. 883-968

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JOHN CHARLTON (BOLTON), LTD., commercial vehicles and spares, Bent Street Works, Kearsley, near Manchester. Phone: Farnworth 1884. 883-939

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### Miscellaneous Vehicles (contd.)

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X-RADAR trailers, 20 ft. by 8 ft., twin 9.00 x 20 x 10-in. semi-trailer. 883-125

18-FT. semi-loader trailers, 7.50 x 15 tyres, fifth-wheel coupling, air brakes, at £300. 883-120

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NEW B.T.C. 15-ton 4-in-line semi-trailers, immediate delivery. 883-242

CENTRAL GARAGE, Barnsley Rd., South Elmsall, near Pontefract. Phone: South Elmsall 276-7-8. 883-242

RLINGTON MOTOR CO., LTD., offer:-

NEW SCAMMELL 12-ton trailer.

ARNDFIELD MOTOR CO., High Rd., Ponders End, ENFIELD, Middx. Phone: Howard 1266. 883-341

NEW 25-ft. x 7-ft. 6-in. boxvan trailers, 10-12 capacity. 883-341

5-ton articulated trailer, 10-ft. 6-in. boxvan, 1,500 cubic ft. £1,100. Merrivale (Engineering) Ltd., London Rd., Stone, Dartford, Kent. Phone: 21171-4. 883-303

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ex-1-ton x 25 ft. long.

10-TON x 25 ft. long.

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16-17-TON x 27 ft. long, ex works.

AUTOMATIC and 5th-wheel Primrose semi-trailers, 25 ft. immediate delivery. Inquiries to Primrose Group Sales, Clitheroe Rd., Whalley, Lancs. Phone: 3315-6-7. 883-295

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THESE unique universal auto coupling 12-ton semi-trailers now available.

GOOD delivery on S.A.E. S.M.M.T. coupling, 12-14-ton series.

SUPERB semi-trailers at sensible prices.

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8-TON SCAMMELL low-loader, 12-ft. well, 29 x 8 tyres.

PURSHOUSE GARAGE, Pirbright Rd., Southfields, S.W.18. Vandkye 6188. 883-306

ARTHUR WOOD AND SONS, LTD., offer:-

SCAMMELL 10- and 12-ton 25-ft. flat platform trailers for immediate delivery. Redhouse Garage, Middlemore Lane, Aldridge, Walsall. Phone: Aldridge 52915. 883-166

DIAMOND T diesel tractor with 45-ton Rodger semi-trailer. Colnbrook (Bucks) 2741. 883-469

LEVER 45-ton reconditioned, semi-low, Merrivale (Engineering) Ltd., Colnbrook (Bucks) 2741. 883-473

TASKERS prefab, trailer low-loader. C. Russett, 155 Millbank St., Northam. Southampton 2696. 883-457

SIX 8-ton 4-wheel hydraulic tipping trailers, as new. H.B.H. Motors Ltd., Colnbrook (Bucks) 2741. 883-463

8-10-TON 4-wheeled, 15-ft. platform, tyres very good condition. 883-463

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ARGE-CAPACITY tipping semi-trailer, also good used 12-ton four-in-line. S.A.E. coupling, air brakes. 883-2142

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35-ton 1968 low-loader and unit in good condition. 883-12

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Kimberley 2391. 883-189

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DENYS S.A.E. fifth-wheel coupling, air brakes, conditioned for service and spares. London Rd., Ware, Herts. Ware 289. 883-736

SERVICE-EXCHANGE Scammell couplings, immediate delivery. Merrivale Engineering Ltd., London Rd., Stone, Dartford, Kent. Dartford 2081. 883-764

UNUSED complete Scammell automatic coupling, as fitted to 12-ton TK Bedford. £75. Moss, 37 Slinn St., Waltham Abbey, Essex. Phone: Waltham Cross 22142. 883-2120

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### HULGO, LTD.

WEST STREET, HAVANT 673. 883-26

A.E.C. Wanted

WANTED, winches for Matadors, prop-shafts complete, and trailer towbar eyes. Pyde, Elmwell, Sutton. 883-8104

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CROSSROADS COMMERCIALS, LTD., Gildersome, near Leeds. Morley 4144-5-6. Most spares available. zzz-966

AUTOEX (LIVERPOOL), LTD., vehicle dismantlers, Holmes Lane, Liverpool, 21. Waterloo 2321. 885-940

JOHN CHARLTON (BOLTON), LTD., commercial vehicles and spares. Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884. SPARES for most types available. zzz-914

REPLACEMENT coachbuilt cabs for Albion PF and FT chassis range, no. 1000. No chassis required. Early delivery. A. Gault and Sons, Moor Bodybuilders, Falkirk, Scotland. Phone, Falkirk 307. 883-893

ALBION Clydesdale rear axle, complete with springs and cross-members. £65. East 1132. 883-331

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USED UNITS. Whittlefield, Burnley (phone 2262). For K2, 3, 4 models. zzz-647

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Main Spare Parts Stockists.

AUSTIN SPARE PARTS AND COMPONENTS.

## 50 VAUXHALL BRIDGE ROAD,

LONDON, S.W.1.

Victoria 2211. zzz-764

WHOLESALE stockists, Prynne and Stevens, Ltd., 57 Acre Lane, S.W.2. Brixton 1155. zzz-832

RECONDITIONED engines with accessories, 6 x 4 and 4 x 2. £40. New cylinder blocks with pistons and bearings. £10. 31-litre crankshafts. £6. Pistons with rings. £30. 060. 6s. Gearboxes. £10. 6 x 4 differentials. £20. Rear axles. £30. 4 x 4 axle shafts. £3. L. W. Vass, Ltd., Amthill, Bedford. Amthill 3255-6. zzz-761

## J. GIBBS, LTD.

AUSTIN DISTRIBUTORS.

AUSTIN AND B.M.C. REPLACEMENT PARTS AND FACTORY REPLACEMENT UNITS.

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BEDFORD, FELTHAM, MIDDLESEX.

Feltham 6644 (five lines). zzz-0641

JOHN CHARLTON (BOLTON), LTD., commercial vehicles and spares. Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884. SPARES for most types available. zzz-915

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USED UNITS. Whittlefield, Burnley (phone 2262). Spares suitable for all models. zzz-648

500 Tons of surplus Bedford spares. Write for lists. Prentiss Supply Co., 238c Worplesdon Rd., Guildford. 041-66066

QL New crown wheel and pinions. £6 cased; second-hand diff. and pinion ass. c/w bearings. All spares for QL and QY. Cundy and Stewart, Ltd., Alfreton Derby. Leabrook 477. zzz-725

JOHNSON-ROBERTS, LTD., have been supplying exchanged cylinder blocks 28c. Show Motors for 16 years. You may not try one for yourself. £24 net trade. £26. 10s. with sump and reconditioned oil pump. Every cylinder block is tested and surface ground. For full details write or phone London's oldest-established engine reconditioning concern. Johnson-Roberts, Ltd., Pembroke Rd., Hornsey, N.8. Phone, Mountview 01114. zzz-614

## COACHES AND COMPONENTS, LTD.

93-94 STAMFORD HILL,

LONDON, N.16.

Stamford Hill 8444 (five lines).

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PASSENGER AND COMMERCIAL VEHICLES.

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CYLINDER blocks. 020 complete with pistons. £7. new. 020, 040, 060, 6s. QL crown wheel and pinions. £6. reconditioned engine, complete with accessories. £45. L. W. Vass, Ltd., Amthill, Bedford. Amthill 3255-6. zzz-996

A XLE cases, O, A and S; also differentials and hubs. Turner and Knight. Ealing 4298. zzz-606

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BRAND-NEW 28 h.p. Bedford crankshaft, standard. £5 each.

BEDFORD crankshaft, 7055851. £5; cylinder head, £1. Boropex, Ltd., Cubitt Town Wharf, Millwall, E.14. East 4911. 883-877

PISTONS, sizes 020 and 040. 060. Bedford crankshaft part No. 7055851. Bedford cylinder blocks. £10. 7125648, and exhaust valves, part No. 6066799; cylinder head assemblies, new, part No. 7057610; flywheel assembly, complete, part No. 7055462. Current stock list now available. Hayer (Middlesex) Trading, Ltd., 73-75 Piccadilly, Lane, Plaistow, London, E.13. Albert Dock 5601-2. 883-344

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RECONDITIONED Commer Q4 engines, complete with accessories. £42 10s.; radiators. £8; rear axle assemblies. £32; front axle assemblies. £1 10s.; second-hand gearboxes. £10. L. W. Vass, LTD., Amthill, Bedford. Amthill 3255-6. zzz-997

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FORD BBE half shafts, 100, new, suitable for EEC and 4D Fords, 30s. each, at Bishop Auckland.

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SPECIALISTS IN 4 X 4, 6 X 4 AND 6 X 6 VEHICLES SPARES AND TIRES.

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FORD BBE half shafts, 100, new, suitable for EEC and 4D Fords, 30s. each, at Bishop Auckland.

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AXLES for all makes and types in stock.

A.E.C. axles, 1350 and 16500, 20 in stock.

EATON axles, 1350 and 16500, 20 in stock.

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EATON 2-speed axle, in good condition, size 1350, now in Bedford 5-ton, £75.

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Axles Wanted

20 Front axles, 6 crown wheels and pinions, suitable for A.E.C. coach chassis. Haulio, Ltd., West St, Havant 673.

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BALL and roller bearings, all types and sizes. Largest stock, lowest prices. Same-day dispatch. Claude Rye Bearings, 895-921 Fulham Rd., London, S.W.6. Renown 6174 (ext. 24).

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HEAVY-DUTY first-class batteries, 6-volt, 110-amp., £3 15s.; 75-amp., £3 5s., carriage paid. L. W. Vass, Ltd., Amphiill, Bedford. Amphiill 3255.

FLEET operators: Your Yearly Battery bill is hundreds of pounds; the number one cause of battery failure is sulphation; you can cut your battery bill by two-thirds using Vx6 chemical, the sensational new battery restorer from America used by U.S. Navy and many large operators. Restores old batteries to good as new condition. Full money-back guarantee, or representative will call on request. Northern Export and Shipping Co., Ltd., 474 Cowley Rd., Oxford. 884-9260.

6-VOLT 110-amp. heavy-duty batteries, £3 15s. each, carriage paid. L. W. Vass, Ltd., Amphiill, Bedford. Amphiill 3255.

TROLLEY-MOUNTED, new, heavy-duty, wooden-cased slave batteries, ideally suited for use in large garages where slave batteries are required for starting lorries, etc., 170 amp. hours, 24-volt, with 6 and 12-volt tappings, size 16 in. by 16 in. by 16 in.; make, Daisenite, retail value £80 each, our price £22 10s. Special quotations for quantity.

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GOOD-CLASS workmanship on all types of new bodies, repairs and paintwork. Phone, Ley 1927. Laurie (Bodies), Ltd., London, E.11. 906-9247.

BEDFORD S-type 7-cu.yd. steel tipper body, complete with hoist, stabilizer, etc., seen working, £45. Sands, 40 Carlisle Lane, London, S.E.1. Waterloo 4781. 883-35

BOX VAN body, roller shutter side and rear, also tail-board, inside height 6 ft. 3 in., length 14 ft., removed from 5-ton Bedford chassis, condition as new; offers. D. EASTWOOD, 27 Aston Rd., North, Birmingham. Aston Cross 3467. 883-158.

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STEEL and composite replacement tipping bodies for Bedford, A-type B.M.C. and Ford tipping chassis, any capacity fixed or dropped sides, quick delivery. Welford Engineering (Oldbury), Ltd., Tipton, Staffs. Phone, Tipton 2721.

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BRAKE linings, 16 in. x 1 in. x 6 in., 12s. 6d.; 15 in. x 4 in. x 6 in., 5s.; 13 in. x 2 in. x 3 in., 3s. per piece. L. W. Vass, Ltd., Amphiill, Bedford. 884-884.

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REBUILT cabs to fit Leyland, Bedford, Atkinson, R.E.R.F. etc.

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ONE Clark 6,000 lb. fork lift, in good working condition, price and particulars to the Asfordby Storage and Garage Co., Main St., Asfordby, nr Melton Mowbray. Phone, Asfordby 357, evenings, Melton Mowbray 2765.

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GARAGE breakdown crane, must be 4-wheel drive, preferably a Bedford Q.L. or A.E.C. Must be complete and in good condition. S. G. Bartlett, Ltd., Street Rd., Glastonbury, Somerset.

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A New coach seat for replacing those old seats.

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WANTED, 15 of Perkins P6 engines with 5-speed gearbox, suitable for Dodge chassis. Haulgo, Ltd., St. Havens 673.

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VIEW.—10 a.m. to 4.30 p.m. TUESDAY, NOVEMBER 29, 1960

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Phone, Bath 2244-5.

### Miscellaneous Advertisements (contd.)

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AND

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AND

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CATALOGUES: Price 1s. (P.O.s only) may be obtained from November 14 onwards from the Auctioneers' Office, Dept. 5, Byard Lane, Nottingham.

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### BUSINESSES, PREMISES, OFFICES, ETC.

REMOVAL, storage and general carriers business for sale. Established 1929. Portsmouth area. 1 vehicle with open "A" licence. Owner retiring. House and garage available if required. Particulars from Waterfield and Stanford, Estate Agents, London Rd., Portsmouth. 883-336

HAULAGE business (limited company), for sale, established 40 years, South-West Lancashire, modern fleet diesel vehicles, excellent premises, annual profits average £25,000 approx., existing management would remain if desired. Replies to Box CM822, care of "The Commercial Motor." 884-9273

### Miscellaneous Advertisements (contd.)

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ESTABLISHED haulage business, 105 tons, a large general goods Great Britain, two 6-wheelers, one 8-wheeler, truck service London, Liverpool and South Wales. Box CM843, care of "The Commercial Motor."

LIMITED company, three 8-wheelers. A licence to goods Great Britain, first-class vehicles. Box CM842, care of "The Commercial Motor."

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1958 BEDFORD diesel 7-ton long-wheelbase lorry with A licence, North West area.

FULLER 8-ton lorry with B licence, North West area. B licence, reasonable price. B. (Commercial) Coleshill House, Atherton 2130.

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HAULAGE business, North West area, 70 tons B licences, £250 per ton, plus vehicles at valuation. modern diesel vehicles 1957-60, very wide normal limited company. Box CM8313, care of "The Commercial Motor."

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A Or B licence vehicle wanted. Metropolitan goods. Box CM757, care of "The Commercial Motor."

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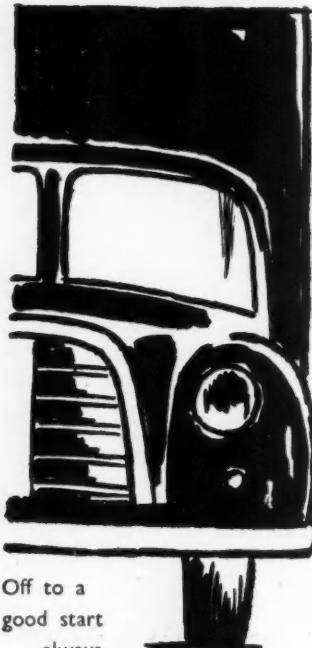
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### Miscellaneous Advertisements (contd.)

#### COUNTY BOROUGH OF GREAT YARMOUTH.

##### TRANSPORT DEPARTMENT.

##### TENDERS FOR UNIFORMS.

##### TENDERS ARE INVITED FOR THE SUPPLY OF— UNIFORM CLOTHING FOR 1961

Tenders (which must be on the Official Form), together with samples of materials, must be received at my office by 12th November, 1960, enclosing a deposit of £10. 00, 1960, for "TRANSPORT STAFF" UNIFORMS.

Full particulars and form of tender can be obtained from the General Manager and Engineer, Transport Offices, Caister Rd., Great Yarmouth.

The Corporation reserves the right to accept part of a tender, and does not bind itself to accept the lowest or any tender.

TOWN HALL, GREAT YARMOUTH, NOVEMBER 8, 1960.

TOWN CLERK.

883-8

#### CATERHAM AND WARLINGHAM URBAN DISTRICT COUNCIL.

##### NEW VEHICLES.

##### TENDERS ARE INVITED FOR THE SUPPLY AND DELIVERY OF THE FOLLOWING NEW VEHICLES:—

- (a) ONE 750-800 GALLON CAPACITY CESSPOOL EMPTIER.
- (b) ONE 21-4-TON LIGHT ROLLER.
- (c) ONE 25-30-CWT. TIPPING LORRY.

Specifications and Forms of Tender may be obtained upon application to the Engineer and Surveyor, and Tenders in the endorsed envelopes provided, must reach the Engineer and Surveyor not later than 4 p.m. on Friday, November 20, 1960.

Council Offices,

CATERHAM.

J. SMERDON

Clerk of the Council.

883-48

#### DURHAM COUNTY COUNCIL.

##### VEHICLE TESTING EQUIPMENT.

##### TENDERS ARE INVITED FOR THE SUPPLY OF THE FOLLOWING VEHICLE TESTING EQUIPMENT:—

- ONE FOUR POST LIFT.
- ONE DUCCELEROMETER.
- ONE SET HEADLIGHT TESTING EQUIPMENT.
- ONE MOTORCYCLE SPRING BALANCE BRAKE TESTER.

Form and Conditions of Tender, Specifications and Schedules may be obtained from the County Engineer and Surveyor, Askley Heads, Durham. Tenders in plain, sealed envelopes endorsed "Vehicle Testing Equipment" are to be delivered to the undersigned not later than noon on Wednesday, November 30, 1960. The Council do not bind themselves to accept the lowest or any tender. J. K. Hope, Clerk of the County Council, Shire Hall, Durham.

883-49

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COMMER CO-SEATER, Driver/Passenger.

LAND-ROVER, Driver, Front Seats.

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BEDFORD 15 CWT., Workmen, Fold-into-floor. No Purchase Tax.

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COMMER 30 CWT., EXPRES8, Fold-into-floor, No Purchase Tax.

MORRIS J2, Workmen Lengthwise, Tip-up.

MORRIS MINI-MINOR, Fold-into-floor. No Purchase Tax.

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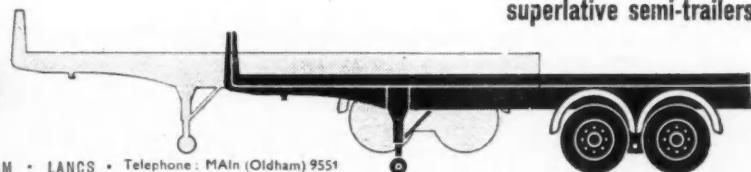
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